



The Hongkong Telegraph.

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TO-DAY'S TYPHOON.

A TERRIBLE DISASTER.

INDO-CHINA STEAMER SUNK.

Feared Loss of All Lives.

SUBMARINE FOUNDERS.

SEVERAL VESSELS ASHORE.

Hongkong's long immunity from serious typhoons was broken this morning when the Colony suffered an experience reminiscent of the 1906 disaster. In the short space of about an hour, great damage was done, shipping suffering especially, and it is feared that many lives have been lost. In view of yesterday's warning, most of the steamers in port went to shelter last night, but several remained at anchor and came to grief.

The biggest disaster is that of the sinking of the Indo-China steamer Loongsang, which foundered near the Yaumati ferry wharf on the Hongkong side, with it is feared, heavy loss of life.

The British submarine L. 9 also sank near the Naval Yard, but happily without loss of life.

The British naval oiler Karki went ashore near the Naval Arsenal, and a naval tug met with a similar experience near Green Island.

The former Norwegian steamer, Haldia, now Chinese-owned, went aground near the Standard Oil Company's depot at West Point.

Two Japanese steamers, the Sekino Maru and the Ginko Maru, were also driven ashore on the Praya, near to the new Statue Pier. Other steamers also drifted from their moorings, these including the Empress of Australia and the Andre Lebon, but they managed to avert disaster.

Rumours are current that the newly-launched river steamer Hang Cheong went ashore at Tai Koo, and that a Chinese steamer named the Nanyang sank with heavy loss of life, but these reports are unconfirmed.

The storm, which began at about 9.30 a.m., did much damage ashore as well. Several houses collapsed, with loss of life, whilst the East Point Garage fell in, and already two dead bodies have been recovered.

The highest wind velocity at the Observatory was 130 miles per hour, which is said to be the greatest ever recorded anywhere, whilst the barometer readings 28.66, was the lowest in the history of the Colony.

The typhoon, of which warning had been given for some days, was known yesterday to be moving very rapidly. In the morning, the No. 1 warning signal was hoisted, and the Observatory report issued early in the afternoon stated that conditions indicated that the typhoon was likely to strike the coast between Hongkong and Amoy this morning. The No. 2 signal was hoisted yesterday afternoon, but last night conditions were by no means abnormal.

Early this morning, the wind began to rise, but there was no rain until about 3 o'clock, when it set in steadily. As the morning wore on, the wind increased to gale force, and at 9.20 a.m. the dreaded bombs were fired, indicating that the typhoon might strike the Colony at any moment. The barometer was rapidly falling. At 9.20, it registered 29.02 at Messrs. Falconer, whilst at 9.40 it had reteded to 28.80 and was still rapidly falling. At 10.20 a.m. the reading was 28.65, but thereafter it began to rise. Native boats had long since gone to shelter, as well as many steamers, but there were still one or two big boats riding out the storm, including the Empress of Australia and the French mail-steamer, Andre Lebon.

The conditions certainly looked ominous, and so fierce were the gusts of wind that it soon became positively dangerous for pedestrians to move about, owing to

falling debris, tiles and stoneboards flying about in the air and trees becoming uprooted. Confusion reigned everywhere, and it was not long before all the ordinary means of communication were suspended.

Startling Rumours

Startling rumours soon began to circulate. One was to the effect that the new seven-story building at the corner of Pedder Street and Queen's Road (on the old Post Office site) had collapsed, but at the time of writing this has not been confirmed.

Another report was that a British gunboat had blown ashore, but on enquiring from the Commodore's Secretary at the Naval Yard at 10.20 a.m., we were informed that apart from submarines the only naval boat which was in port was the Bluebell, which had been lying off the camber and it was impossible, owing to the blinding rain, to tell what had happened to her. Her position certainly gave cause for much anxiety, the Secretary stated. The information was added that several big steamers in harbour seemed to be drifting, and it appeared from the Naval Yard that a Glen Line vessel was hard up against the V.R.C. premises.

Later a report came through from another source to the effect that a Japanese steamer had been driven on to the pier opposite Statue Square

now in course of construction. She was signalling for help, but could secure none.

From all districts, come reports that trees have been uprooted and telephones and other wires blown down. In several instances, "live" wires were lying across the streets, and this increased the dangers of moving about. The dome of the King Edward Hotel was badly damaged, the flagstaff and much of the woodwork being blown down into the street below.

TERRIFIC WIND World's Record Broken.

A Telegraph representative who called on the Director of the Observatory this morning was informed that the wind velocity experienced here this morning was the highest ever recorded in the world. At 9.40 a.m. it was 123 miles per hour and at 10.13 a squall of 130 miles was registered. These squalls were registered by the Dines anemometer. The highest previous record in the Colony was 105 miles per hour, in August 1913.

The barometer reading was the lowest ever recorded in the Colony, being 28.66 at 10 a.m. The lowest record previously was 28.73 in 1900. The typhoon originated south of Guam on the 11th instant. It was not of large dimensions, but it moved very rapidly, and at 10 o'clock this morning it appeared to be going a little south of Hongkong, the wind veering N. N. E.

THE SHIPPING CASUALTIES.

Loss of the "Loongsang."

The most disastrous feature of the typhoon was the wrecking of the Indo-China Steam Navigation Company's steamer Loongsang which sank off the Osaka Shore Kaisha wharf with the total loss, it is feared, of her crew. She was anchored at her usual berth in midstream before the blow, but she gradually drifted until she got into shallow water off the wharf. Revenue men, pressmen and ship's officers endeavoured to get a line off to the boat from the wharf, but their efforts were unavailing against the terrific force of the wind. Then they were horrified to see the ship begin to sink. First her bows submerged, then leaning over at a sharp angle she finally sank altogether.

A few survivors who clung on to rigging were washed into the sea, but before this others had succeeded in launching a raft. To this about half-a-dozen clung, but, unhappily, it drifted past the wharf where the rescuers were waiting with life-belts and lines, and disappeared in the driving rain and spray in a westerly direction. The rescuers endeavoured to catch up with the raft along the Praya, but their efforts were futile. The raft eventually disappeared from view, driven along at a terrific speed in the direction of Stonecutters. Of the Loongsang there is now only to be seen the funnel and masts which show above the water.

It appears that the Loongsang, which had a full crew aboard, and was in command of Capt. Jowitt, came out of dock yesterday. She had no steam up, and was towed to shelter, in view of the fact that the typhoon signal was up. During the storm this morning she evidently broke from her moorings and was seen drifting down the harbour, with some of her plates ripped up. She had apparently been in collision somewhere, but with what is not known. At the moment we are unable to obtain the names of the officers who were aboard the boat.

There is still a faint hope that some of the crew who got away in the raft may be safe, and a naval tug has been despatched to proceed to Green Island and beyond in a search for the missing men.

Submarine Sinks.

The second calamity witnessed by a Telegraph representative was the sinking of a submarine off the Naval Dockyard at eleven o'clock, an hour after the wrecking of the Loongsang. The incident was marked by a false rescue. Before the eyes of a number of people gathered on the Praya, the submarine sank with only her periscopes showing. She had also been blown off her moorings.

The rescue referred to was effected by a sailor from H.V.S. Bluebell. He saw one of the submarine's crew clinging to a naval buoy, and, despite the heavy seas running, he jumped overboard with a life line, swam out to the buoy and both rescuer and rescued were pulled safely ashore. This was a fine act, thoroughly in accord with the highest British naval traditions.

There were reports in circulation during the morning that two submarines had foundered, and that another was on the way, also that the crews of the submarines all lost their lives.

We are able, however, to give an official assurance that no naval lives were lost whatever. Only one submarine—the L. 9—was sunk, but all aboard were saved.

The naval oiler Karki was driven ashore near the Naval Arsenal whilst H.M.S. Bluebell, concerning which some anxiety was felt, suffered considerable structural damage, and her wireless apparatus was carried away. An Admiralty tug was also driven ashore near Green Island.

The naval signal station at the Yard was badly damaged, much of the debris being blown down on to the road near the V.R.C.

The force of the wind may be imagined from the fact that the Empress of Australia was blown from her mooring in midstream within a few minutes of the Praya. By keeping up steam and continuously keeping her head against the wind she managed to ride out the storm without meeting disaster.

Other Steamers' Experience.

The French mail steamer Andre Lebon, which met with a similar experience sought the safety of the open and steamed out of the central fairway.

A collision was narrowly averted when the Sekino Maru was being forced against the new Statue Pier. Adroit manoeuvring on the part of her skipper brought her snugly alongside the wharf, and she is now in comparative safety. Near to the same spot the Ginko Maru now lies, having been blown right across the harbour from her usual mooring.

Ferry Boat's Experience.

One of the "Star" ferry boats from Kowloon got into distress whilst crossing at about 9 a.m. She had some nine or ten first-class passengers aboard, as well as others below. The storm was so great that she could not make the pier, and instead she headed for the Naval Yard, and came into the camber, where the passengers were all safely landed.

Vessels Meet with Disaster.

Another representative of the Telegraph, in the intervals of dodging flying wreckage, gathered the following record of shipping casualties:—Quite a crowd shortly before ten o'clock had gathered on the more sheltered portions of the sea-front to view the enormous waves washing over the Praya and flooding the shops in many quarters, and they had a full view

of the disasters that befell shipping in the harbour. The Ginko Maru had been driven against the V.R.C. and was to be seen riding out the storm there.

Another Japanese steamer, the Sekino Maru, was forced ashore and came up stern first, alongside Statue Pier, without suffering damage.

But dramatic events were taking place elsewhere. Torn from her moorings near E at Point, the Jardine steamer Loongsang was swept down the harbour, and was observed to be in dire straits. An Admiralty tug set out to her rescue, but was carried by the force of wind and tide right down the harbour, and, as far as can be made out at present, is ashore on a small island opposite Green Island.

Loongsang soon commenced to settle in the water, and when near the Yaumati ferry pier at West Point she dipped bows first, those aboard being discernible crowding to the stern. She rapidly settled, her decks being awash in a few minutes. Would-be rescuers ran along the pier, with lifebelts and lifelines, but their efforts were of no avail. Several of those on the Loongsang were seen to put off in a raft, and others are reported to have jumped off with lifebelts, besides about six persons who are said to have got away in one of the boats. What their fate has been can only be conjectured for the present, as raft, boat, and all were swept along down the harbour toward Green Island. It is to be feared that there has been serious loss of life. The Loongsang now lies off the even keel, with funnel and masts above water.

Rescue Off a Submarine.

Meanwhile, one of the British submarines, L. 9, was seen labouring off the V.R.C., with her stern dipping and bows right out of the water. "She is finished," everyone exclaimed, as the vessel laboured, and sank deeper, whilst waves washed right over the after end. Eventually she sank near the Sekino Maru, about a hundred yards from shore, and many onlookers expressed commiseration for those who might be aboard. However, the news, soon got abroad that there was only one man on her when she broke adrift from the Naval Yard. Suddenly he was discerned, clinging to a buoy, and then the watchers saw a gallant rescue feat performed. A British bluejacket sprang into the foaming waters, with a life-line round his waist, and swam out to the buoy; there he fastened himself to the man who was in difficulties, and both were drawn ashore. It was a thrilling spectacle.

Other Mishaps.

Our representative, soaked to the skin by rain and spray, proceeded along Praya West. Right out to sea, could be discerned the Admiralty tug, ashore as already reported.

Opposite the far end of West Point, near the Standard Oil Company's depot, lay the s.s. Haldia, aground, but resting on an even keel. This vessel was formerly under Norwegian registry, but now, we understand, is owned by the Chinese firm of Woh Fat Sing.

The Blue Funnel tug Hephastus was noticed up against the Wing Lock Street wharf of the Canton-Macao Steamboat Co.

There is an unconfirmed report that the vessel launched on Thursday at the Tai Koo yard, the Hang Cheong, has been badly damaged by the typhoon. In addition to all the above must be taken into account the numbers of junks and other small craft that must have been sunk or otherwise damaged. It is to be feared that there may have been a large Chinese loss of life.

French Mail Adrift.

The French mail steamer, the Andre Lebon, dragged her anchors at the height of the storm, and very nearly collided with the Empress of Australia, which was also seen to be in difficulties.

The Andre Lebon, with steam up, then swung round to meet the typhoon, and steamed into the teeth of the storm, and what might

DAMAGE ON SHORE.

A Scene of Widespread Wreckage.

It is difficult to describe the damage on shore except as almost universal wreckage.

A representative of the Telegraph who toured the city from West to East had to negotiate bricks, mortar, sheets of corrugated iron, smashed signboards, window shutters and other debris torn by the high wind from roofs and cornices.

At West Point, the Police were placing an injured Chinese in the ambulance. He had been struck by flying wreckage, and badly hurt.

Trees and branches of fair size, absolutely littered the city wherever trees were growing. One grave danger was the numbers of over-head tram and telephone live wires that had been torn down. Many experienced severe electric shocks this way, and later the Tramway Company turned off its current everywhere.

Numerous vehicles came to grief. Rickshaws and chairs were smashed, many of the latter being rendered into matchwood. Trams were stopping all along the routes, with their canvas roofs ripped off. Opposite the Naval Yard, tram No. 25 had the whole top wrecked by the falling of a big branch across it. A Hongkong Hotel motor omnibus was very nearly swept into the sea, near the R. N. Armament Depot. Fortunately the front fetched up against some iron railings. In Douglas Street, motor-car No. 517 was absolutely wrecked by falling beams from a nearby house.

During the height of the blow, matcheds were wrecked like houses of cards, and Chinese were to be observed crawling on their hands and knees along the Praya to avoid being swept away.

Outbreak of Fire.

Owing to the fusing of an electric cable in house No. 78, Cornuagh Road, on Praya West, a fire broke out, about noon, and the Fire Brigade turned up; but the flames had already been got under control with chemical extinguishers.

Along the whole seafront, piers and wharves have been seriously damaged; in some cases entirely wrecked by wind and wave. Boards were lifted up and hurled ashore, and the superstructure simply "sint there" in several cases.

HOUSES COLLAPSE.

Number of Fatalities.

As was to be expected, with such a heavy fall of rain and high wind, there have been many house collapses, attended with fatalities in several cases. It is difficult to obtain details at present, the Police being still out investigating, but at least a dozen cases have been reported.

The roof of Victoria Gaoi was seriously damaged, and right opposite the Central Police Station a house had the whole front blown in.

In Wyndham Street, a house collapsed and one man, a Chinese, had a nasty wound in the head.

The most serious casualty ashore reported so far, however, was at the East Point Garage, where a building collapsed and buried a number of people. At the time of writing, two dead bodies have been recovered.

A watchman's house in Happy Valley, near Yeung Woo Nohing Home, also collapsed, one man being seriously injured.

The tally of landings, and other damage of which details have yet to be gathered, is also considerable.

The report of the new building on the O. P. Office site having collapsed fortunately turns out to be unfounded. What appears to have happened is that a great deal of the scaffolding and woodwork at the western end of the building came down during one of the heavy gusts of wind with terrific force and was hurled across the street. It struck the adjacent building, immediately opposite, and the totally blocked the thoroughfare. It is thought that the scaffolding was blown off the building, and fell on the adjacent building, and the totally blocked the thoroughfare. It is thought that the scaffolding was blown off the building, and fell on the adjacent building, and the totally blocked the thoroughfare.

An alarm of fire also came through, but the firemen have not yet ascertained where the outbreak was.

Everywhere throughout the city traffic has been or more or less blocked by falling trees, debris, etc. The military were soon out during the height of the storm, rendering what help they could. Some of them were equipped with life lines, and were seen on the Praya, ready to rescue anyone who might be in distress in the water.

AT KOWLOON.

Telephone messages from Kowloon indicate that the blue flag, showing that the ferry service was suspended, was hoisted at 9.30 a.m. Very shortly afterwards, the storm reached its height. It became absolutely dangerous to move about. Trees were uprooted everywhere, blocking all the roads, and debris appeared to be flying through the air at all angles. Telephone wires and poles were blown down, matcheds and houses were badly damaged. Water was waist-deep in many places, and everywhere the typhoon left a track of destruction. No details are yet obtainable of the damage done, but it must be very considerable.

LIFE IN THE ARCTIC.

"Nanook of the North."

The Hongkong cinema-going public have had an opportunity of seeing some of the motion-picture industry's finest productions at the Coronet recently, the last film of note being that wonderful picture, "Hunting Big Game in Africa." The Coronet has now secured another remarkable photoplay, "Nanook of the North." While the Coronet's last success showed life and adventure in tropical Africa, their latest big film portrays the Arctic Regions.

"Nanook of the North" was taken by Mr. Robert J. Flattery, five-times leader of Sir William Mackenzie's expeditions into North Hudson Bay regions. For ten years Mr. Flattery lived in intimate association with the small tribe of Eskimos who inhabit the upper east coast of Hudson Bay and the northern point of Labrador. This region is one of the least accessible to white men on the North American continent, and its score or so of native families constitute a tribe of Eskimos peculiarly isolated and therefore faithful to their racial traditions and mode of life.

The photo-play, "Nanook of the North," contains all the obvious authority as to fidelity in detail of honest realism and startling thrills, going with the authentic and reputation of Flattery, its explorer. No details of costume, implements, hunting, or domestic customs have been omitted. Ringing true in every scene, its interest is enhanced by the fascination of a novelty, and in its spectra of a fragment of the human race waging its long battle with the most hostile forces of nature, facing hardships incredible to the multitude of civilization.

NEW ZEALAND RAILWAY ACCIDENT.

The worst railway disaster that has occurred in New Zealand is reported. As the Auckland-Wellington express was nearing Kumaraui, before dawn it plunged into a landslide. The engine and mail van were derailed, narrowly escaping falling into the river, and two of the passenger coaches were telegraphed. Fourteen passengers were killed and thirty injured. The wreck caught fire, but the flames were speedily extinguished.

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SUB-LETTING PROFITS.

Rehearing of Rents Case.

A rents case of considerable interest and importance came before the Puisne Judge (Mr. Justice H. M. J. Gompertz) in the Summary Court yesterday afternoon. It was a rehearing of an action tried last month, when His Honour gave judgment in favour of the plaintiff for \$77. It was shown in evidence that the plaintiff (the tenant) paid \$37 a month for the ground floor of 13A Peel Street and sublet a portion of it to the defendant for \$77 a month. In his judgment Mr. Justice Gompertz laid it down that the standard rent of this portion is the rent at which it was first let, that is \$77.

Mr. F. C. Jenkin, instructed by Mr. M. K. Lo, yesterday appeared for the subtenant, and Mr. M. M. Watson, of Messrs Johnston, Stokes and Master for the tenant. Mr. Jenkin explained at the outset of his speech that this was a review granted on a judgment delivered by His Honour on the 10th July last, for which application had been made in Chambers. He intended to proceed very much upon the same authorities as Mr. Lo did when the case first came on, but should travel along a slightly different line of argument. Although the question before His Honour on the original hearing was whether or not \$77 was the standard rent of a portion of the ground floor of 13A Peel Street, he desired in the review to put it this way: Is \$77, by virtue of the Rents Ordinance, recoverable as rent by the plaintiff in respect of the portion of the floor, the rent of the whole floor at the time of such sub-letting being \$37 only.

The Letting Date.

The key to the maximum amount recoverable in all cases coming within the ambit of the Rents Ordinance, was to be found, Mr. Jenkin proceeded, in the definition of standard rent in section 2 of the Ordinance. It had to do with what was described as the "letting date." There were four dates specified in the Ordinance, although it appeared to him there were only three in reality. There was the date December 31st, 1920, there was ante-post-December 31st, 1920, and there was post the commencement of the Ordinance, which was post-16th June, 1922. The last two appeared to him to be really one date, and that was post-31st December. To justify His Honour in holding that \$77 was recoverable in respect of the portion of the floor he would have to hold that the portion was "first let" when it was, in fact, first separately let in May, 1923. If the portion was not "first let" within the meaning of the Ordinance when it was in fact first separately let in May, 1923, then \$77 was not recoverable. In order to find that it was "first let" when it was first separately let in May, 1923—His Honour had to find two things: first, that the portion was a domestic tenement in law, which was not in dispute because it came within the definition of a domestic tenement in the Ordinance, and secondly, that it was a domestic tenement in fact by virtue of a substantial structural alteration.

Mr. Jenkin said he was not going to assume what he believed to be a fact, that the portion when it was first sublet in May, 1923, had not been the subject of substantial structural alteration, but had been merely the subject of the most superficial sub-division. If there was no substantial structural alteration the decision in the English Courts on the Acts at Home so far as the

relevant sections were concerned showed that the portion was in fact "first let" within the meaning of the Ordinance when the whole floor was let. It was common ground that the whole floor was let on the 31st December, 1920, and therefore this portion, straining the true facts in order not to defeat the object of the Acts at Home had held that although not the subject of a separate letting, nor a separate rent, nor even occupied by some body independently of the person occupying the whole floor, the portion must be treated as having been let as part of an undivided whole if there had not been any substantial structural alteration.

Apportionment.

The difficulty which His Honour had on more than one occasion voiced with regard to the Rents Ordinance was that of apportionment by reason of the absence of any machinery for apportioning the exact value of the standard rent of the portion. That difficulty was one, Mr. Jenkin thought, which need not exercise His Honour's mind very much, for the reason that so long as he (Mr. Jenkin) could establish a maximum beyond which the plaintiff could not recover, the fact that they could not, for want of some machinery, ascertain the exact fractional part of that maximum, was immaterial for the purpose of deciding whether he could recover \$77. He submitted that it would be reducing the Ordinance to an absurdity, which was a result always to be avoided, if, because they could not ascertain the fractional part, the landlord should be permitted to recover any excess of the maximum. His Honour was precluded by the Ordinance from allowing the plaintiff to recover any excess of the standard rent of the portion; they could not ascertain the exact figure of the standard rent of that portion, but what they did ascertain was the figure which it could not exceed, which was \$37. Therefore the plaintiff could not recover \$77 because the maximum was \$37.

Mr. Jenkin proceeded to refer to three considered judgments delivered at Home upon the point. The Courts had consistently held that any portion of a house shall be deemed to be first let if it had been a portion previously of a house which had been let as a whole. That was to say, that the letting of a house on any date would impart to every portion of that house the status of having been let within the meaning of the Act. He submitted that the learned judges in England would find that this portion of the ground floor had in fact been let on the 31st December, 1920, and was not first let at \$77 in May, 1923. To say that man under the Ordinance could recover any excess of the maximum which the law allowed, would, Mr. Jenkin said, lead to a grave absurdity. He could not see how His Honour could construe the Ordinance as to allow the recovery of an excess above the maximum.

Mr. Watson's Reply.

Mr. Watson, replying, suggested that the Home cases Mr. Jenkin had quoted did not apply to Hongkong and that the standard rent must be decided in reference to the Ordinance alone. It had been laid down by a learned judge at Home that no statute must be construed which would lead to an absurdity. His friend had agreed with that, but Mr. Watson contended that that was exactly what would follow if it was construed the way in which Mr. Jenkin wished. The Ordinance laid down rules under which the standard rent was to be determined, and it was only by applying those rules

which were different from the Home Acts, that the Court could say what the standard rent was. If the Ordinance allowed the Court to say that the standard rent of the premises was \$77, then the Court must say so. The cases quoted by the other side all dealt with apportionment and had no reference to determining the standard rent at any particular time.

Mr. Watson pointed out the distinction in regard to apportionment of standard rent between the Home Act and the Hongkong Ordinance. The Home Act spoke about a dwelling house let, and the Ordinance to the rent recoverable from a tenant in actual occupation—a very material difference. The Ordinance clearly laid it down that the first letting should be the standard rent. It went further and said the rate of rent first let to a tenant in actual occupation.

It appeared to him that the Legislature had overlooked this point, and if so, he submitted it was for them to amend the Ordinance and not for His Honour to do so. His friend had said that His Honour's interpretation was against the spirit of the Ordinance. He submitted that it was not, because the Ordinance was brought in to protect tenants in occupation at the time. The whole idea of the Ordinance was to prevent people fleeing from Canton to buy out tenants, who had been in occupation here for years. The Legislature, having that idea before them, did not mind very much whether the people from Canton paid more than the tenants of Hongkong. He submitted that it was not against the spirit of the Ordinance, but even if it was, it

was an omission which the Legislature should remedy and it was not for the Court to do so. Mr. Jenkin having replied, His Honour reserved judgment.

THE LINCHING AFFAIR.

Peking Acknowledges Receipt of Note.

Peking, Aug. 17.—An acknowledgment of the Linching note was sent by the Waichiao to the Dean of the Diplomatic Body on Thursday. Dr. Wellington Koo, replying to correspondents' questions to-day, said that the Government would do its utmost to expedite a reply. Chang-hu has returned to Peking and assumes his post to-morrow.—Reuter.

YOU ARE JUST AS OLD

as you feel. A pair of correctly fitted glasses is a powerful factor in making you feel young. Efficiency demands that you wear glasses if your eyes are not perfect. Fully fifty per cent of the people who do not wear glasses should do so. A great many are unaware of the real condition of their eyes until the examination is made. The Hong Kong Optical Co., successors to Clark & Co., refracting and manufacturing opticians, located in 53, Queen's Road Central, have the equipment to test your eyes accurately. Testing the sight and fitting glasses is their exclusive business.

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They not only please your taste but they do more—they give such a new and different enjoyment to your smoking that there's only one way to describe it—

They Satisfy



Chesterfield
CIGARETTES

LIGHT & MYERS TOBACCO CO., U. S. A., Manufacturer

"ATLANTIDE"

"THE QUEEN OF ATLANTIS"

A FRENCH NATIONAL MASTERPIECE—GREAT SPECTACULAR 12-REEL DRAMA.

THE WONDER PICTURE FOR EVERYBODY.

IS HERE AGAIN

HEUNG HAN AFFAIR.

Jue Chock-Man Explains His Retirement.

A telegram is circulated by Mr. Jue Chock-man, former magistrate of Heungshan district who was driven out of his position by Yunnanese troops some time ago, explaining that he had on hand more than 5000 troops at the time the Yunnanese troops arrived and firmly believes that the Yunnanese troops sent there were no match for him in a fight. The reason why he retreated and avoided a conflict was that the Yunnanese troops claimed that they had come by order of the authorities in Canton. When the Yunnanese troops were approaching Shiki, the capital of the district, several launches belonging to the Police Department at Canton were seen with many Yunnanese troops on board. Believing that the Yunnanese troops really came by order of the authorities in Canton, Mr. Jue led his own troops away and ordered them not to open fire pending further investigation. His troops were fired upon, however, and he himself was slightly wounded by a stray bullet. Fearing that serious trouble would result, followed by subsequent disturbances everywhere, Mr. Jue considered it best to leave Heungshan with his troops for the time being. In the meantime he is waiting for an explanation of the coming of the Yunnanese troops to Heungshan. His troops are now stationed near Kowloon.—Canton Daily News.

BY ALLMAN.

The End of a Perfect Day.



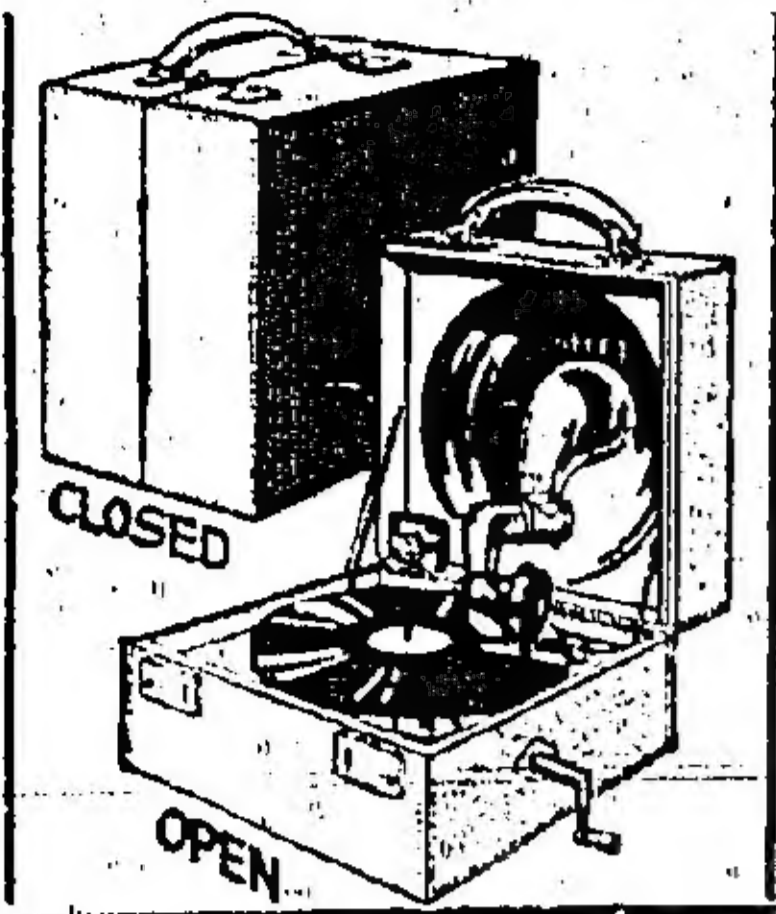
UNDERWOOD TYPEWRITERS

PRICE - HK \$112.50 NET.



PORT BITE M DEC
Sole Agents

DOODWELL & CO. LTD.
Queen's Bldg. Phone 1020.

MUSIC
WHILE YOU BATHE.DECCA
THE PORTABLE GRAMOPHONEPOLISHED
COWHIDE
CASE
DOUBLE
SPRING
MOTOR11 INCHES
SQUARE
8 INCHES
HIGH
WEIGHT
13 LBS.

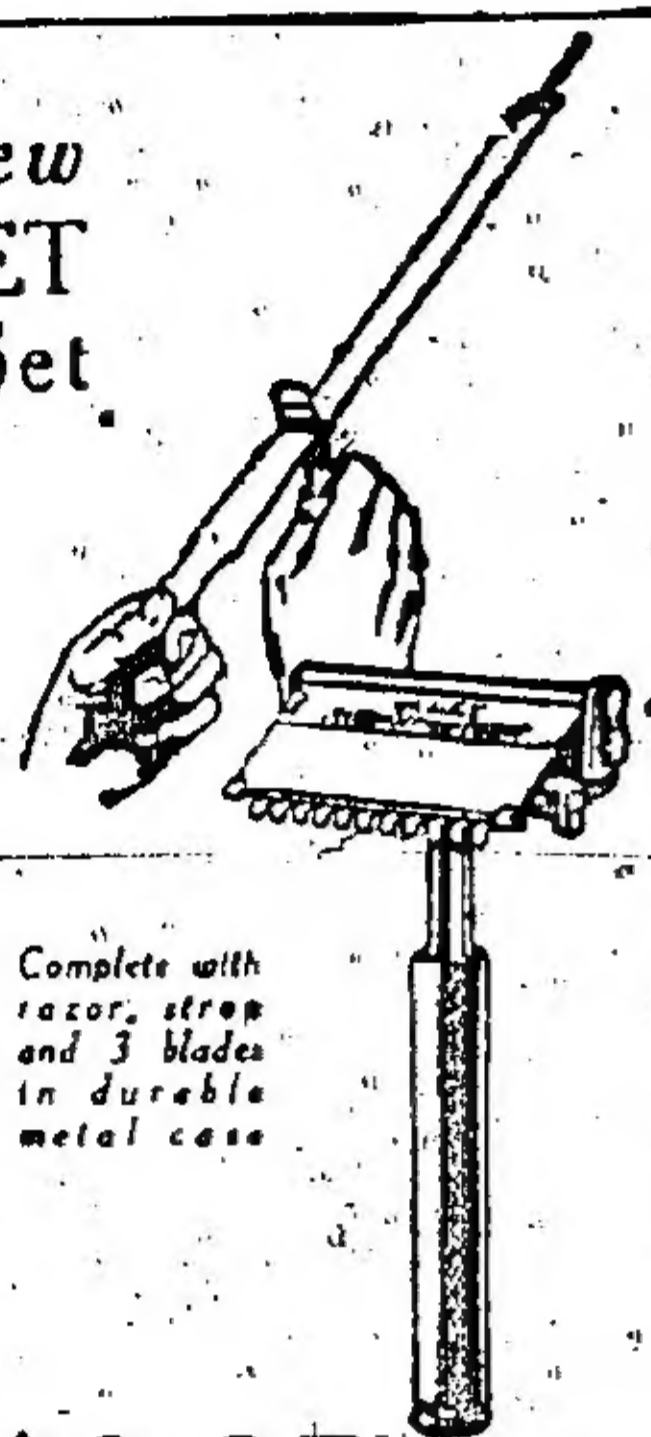
ANDERSON'S

2, Queen's Buildings

T-1 C.1332

Announcing the new
MODEL "C" VALET
AutoStop Razor Set

All the practical features of the well known Model "B" Valet AutoStop Razor are embodied in the new model, called Model "C," but with a cheaper construction and less expensive finish. This new model brings the comfort of a "Valet" shave within the reach of all. Manufactured in England and to be obtained of all high class dealers.

Complete with
razor, strap
and 3 blades
in durable
metal case"VALET" \$2.95
AutoStop
Safety Razor

WHOLESALE DISTRIBUTORS

W. R. LOXLEY & CO.

HONG KONG.

EVERSHARP
Companion to
WAHL PEN

EVERSHARP is highly ornamental, to be sure, but your greatest pleasure in possessing one is that it is always sharp and ready to use. Made in several sizes, styles and metals—each with a renewable eraser under its cap—Eversharp offers a wide range of selection.

For Sale at Leading Shops Everywhere

Look for the name on the pencil. It is your guarantee.
THE WAHL COMPANY, New York, U. S. A.

BATHING CAPS THAT LAST

We have received a shipment of the latest and best production in Bathing Caps—and are offering same at very moderate prices.

THE COLONIAL DISPENSARY

14, Queen's Road, Central.

Tel. Central No 1877.

Tel. Central No 1877.

Good Tea

need cost no more than bad tea if you insist on having Brooke Bond tea in the vacuum-packed tin, which preserves the full freshness and flavour of its contents under all conditions.

You don't have to pay extra for the vacuum tin. Brooke Bond costs no more than ordinary tea, but tastes a very great deal better.

Red Label—Best quality.

Brooke Bond India Ltd.

P.O. Box 187, Calcutta.

Hong Kong Agents:

Messrs. Kuan & Co., Hong Kong.

ALLEGED KIDNAPING.

Woman Committed for Trial.

At the Magistrate's yesterday afternoon a man and a woman were charged with kidnaping Chung Mui, a girl 14 years of age, on the 20th July.

Outlining the facts Sub-Inspector Cotton said the girl went to school, 12 Old Bailey, with her elder sister in the morning. Shortly after noon, she went to buy a paper fan and was not seen again. The elder sister on returning home in the afternoon asked her mother if her sister had come home. The mother replied in the negative whereupon a report was immediately made to the police. The mother of the girl suspected the first accused (the woman), an old friend of hers and a frequent visitor to her house. From the 21st to the 28th, she visited the defendant's house, 253 Queen's Road Central, every day with a view to asking the defendant if she knew anything about her missing daughter, but the defendant could not be found. On the 28th, she learned that the defendant had moved. The next day she accidentally met her in the street and took her to the Station. The defendant was then detained. The girl was finally traced to Canton, living in a boarding house with second defendant (the man). With the help of the Canton Government the girl was recovered and the defendant was arrested.

After hearing the evidence the woman was committed to the Sessions for trial and the man discharged.

HONGKONG TRADE.

A Poor Quarter.

The Hongkong Trade and Shipping Return for the second quarter of the current year has been published as compiled by the statistical branch of the Imports and Exports Department.

Imports totalled in value £15,608,703 as against £21,873,248 in the same period last year, while exports totalled £18,078,773 as against £22,012,345. There was a big falling off in the transactions in treasure but trade generally seems to have been weak.

British steamers 729 in number and totalling 1,485,976 tons entered the port during the quarter, the foreign steamers totalling 1040 in number and 1,972,144 in tonnage. The figures do not include men of war or yachts. There were no sailing vessels, but 769 British river steamers of 731,257 tons and 204 foreign river steamers of 102,587 tons entered the port. The total ship arrivals for the quarter was therefore 2832 vessels of 4,268,964 tons.

GREAT ARTESIAN BASINS.

In the interior of the island continent of Australia there are vast underground water storages. Millions of acres of land receive supplies from these artesian basins. There are 5,170 artesian bores. The total depth bored is 4,719,490 feet, or nearly 894 miles. The majority of the bores have been sunk at private expense, but the outlay has been recouped over and over again, and not only the properties on which the water was found, but the whole Commonwealth has benefited. The Great Australian Basin lies beneath 569,000 square miles of country, taking in large sections of Queensland, New South Wales and South Australia. Other artesian areas comprise the Murray River Basin and five basins in Western Australia.

EARLIER TELEGRAMS.

TRINCOMALEE OIL SUPPLY BASE.

London, August 17.

Commenting editorially on the announcement that the naval port of Trincomalee is being re-established as an oil supply station for the Singapore fleet, the *Manchester Guardian* says that if a battleship squadron is based at Singapore looking east, west and south it is likely enough that an oil supply base will need to be provided in Ceylon, but if this is so it confirms the view that the Singapore project is a bigger thing and will be much more expensive than we yet realise. Therefore we should know more about subsidiary bases like Trincomalee, as for example how many there are to be and what their functions are and cost.

THE TIN-PLATE MARKET.

London, August 17.

Confirmation of the rumour that certain works have received an order for 20,000 tons of tin plates, equivalent to 400,000 boxes, from the Nippon Oil Company of Japan, has produced an optimistic tone in the Welsh tin plate market. The order came as a surprise, as the Japanese market was practically captured by America during the war. It is understood that the Japanese order is for delivery over September and October, and will be shared between a number of works which specialise in making oil sizes.

THE AMERICAN PRESIDENCY.

Washington, August 17.

Acting President Coolidge has appointed as his Secretary the Virginian C. Bascom Slemp, who has been a member of the House of Representatives for fourteen years. The choice is regarded as tantamount to Mr. Coolidge being a candidate for the Presidential nomination in 1924, and is taken as the first step to a round up of southern delegates.

BRITISH TRADERS IN RUSSIA.

Moscow, August 17.

The Beres traders have arrived. They include representatives of Baldwins, William Denny Brothers, Crossleys and Nobels.

ECHO OF DREYFUS CASE.

London, August 17.

The *Daily Express* reports the death of Major Esterhazy, author of the famous Bordereau Dreyfus case in 1894. His burial on 21st May under the assumed name of Count de Vollemont has only just been revealed.

THE GERMAN CRISIS.

London, August 17.

The startling report current in New York and Paris that the new German Chancellor Herr Stresemann has been assassinated is denied by Reuter's Berlin correspondent.

THE COST OF LIVING.

London, August 17.

The Ministry of Labour *Gazette* reports that on August 1st, the cost of living prices were 71 per cent above the pre-war equivalent and 2 per cent above July 1st.



"My Dear, Our Home Is Like An Oasis In This Heat."

ALL FANS GREATLY REDUCED.

With the hottest part of summer still before us, the purchase of an electric fan is the wisest investment you can make

ELECTRICAL DEPARTMENT.

THE HONGKONG HOTEL COMPANY, LIMITED.

A LATE CONSIGNMENT

DAINTY SUMMER DRESSES

JUST ARRIVED

WILL BE SACRIFICED AT EXCEEDINGLY LOW PRICES TO MAKE ROOM FOR OTHER GOODS

MADELEINE PEARSON

ICE HOUSE STREET.

Next Door to Cafe Wiseman

Tel. 654 HOP CHEONG 55, Queen's Road, Central.

COMPLETE HOUSE FURNISHERS

DEALERS IN

SWATOW DRAWN AND LACE WORK

EMBROIDERIES, OLD MANDARIN COATS.

SILK, ETC., ETC.

LARGE CONSIGNMENT JUST UNPACKED.

INSPECTION CORDIALLY INVITED.

FLYOSAN

Because it will not stain or gum anything and since it is non-poisonous to mammals, you can spray it directly on animals. For the same reason you need not be afraid of the children getting hold of it by accident.

Buy a Sprayer and a Tin of FLYOSAN and have for first time freedom from insects.

Insect and FLYOSAN simply cannot exist in the same house

IT IS OBTAINABLE AT

A. S. WATSON & CO.

THE COLONIAL DISPENSARY.

THE QUEEN'S DISPENSARY.

THE CHINA DISPENSARY.

THE EDWARD DISPENSARY.

THE PHARMACY.

NEW ADVERTISEMENTS.

TO BE LET.

TO LET—European flats in Lee Building, Wanchai Gap Road. Apply to 32 Kennedy Rd.

TO LET—Two office rooms centrally situated. Apply P.O. Box 259.

TO LET—Office on 2nd Floor in Victoria Building, No 5 Queen's Road, Central. Also from 1st September Ground Floor suitable for Banking Business. Apply to Mr. Poon Lai Fung c/o Messrs. A. J. Lane & Co. same building.

SPACIOUS Offices on Ground Floor of No. 4, Duddell Street, newly fitted with teakwood Panels and counters, suitable for Banking and other businesses. Electric Light Installation completed. Centrally located. Ready for immediate occupation. Apply to Box No. 154 c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE—Child's pram makers Bolton, London, practically new, 15 in. wheels, Solid tyres, Plated handles. Splendidly upholstered. Price reasonable. Apply HAYTER, 15E Block, Victoria Barracks.

FOR SALE by private treaty valuable land at Kowloon with sea frontage having a total area of upwards of 97,000 square feet. For particulars apply to Johnson Stokes and Master, Solicitors, Prince's Building.

THE HONGKONG JOCKEY CLUB.

MEMBERS wishing to subscribe for Subscription Griffs for the Annual Race Meeting 1924 will find lists posted at Hongkong Club, Jockey Club and Course.

SPECIAL SALE



LADIES' BOOTS & SHOES

ROYAL & CO.
Footwear Specialists.
Tel. 3237.
1, D'Agular Street, Central.

NOTICE TO CONSIGNEES

EX M.V. "GLENLUCE"
ARRIVED 4/12/1 from London.

H 3809 8 5 Bales Wooliens.

Nos. 712/5 & 717
—3774— 4 Cases Wooliens.
Nos. 709/11 & 716

The above mentioned goods, now lying unclaimed in The Hongkong & Kowloon Wharf & Godown Co.'s Kowloon Godown, will be returned to London at the end of one month from date, unless same are applied for before the expiration of that period.

JAKDINE, MATHESON & CO., LTD.
Agents, "GLEN" LINE LTD.
Hongkong, August, 15th, 1923.

NOTICE

NINETY-SEVEN MARRIED MEN out of every hundred fail to leave their families above want at their death. This demonstrates the necessity for insurance. The results of insurance in the case of other three prove its value.

SUN LIFE ASSURANCE CO. OF CANADA
15 Queen's Road, C. Hongkong.
D.O. de SILVA,
Actg. Manager

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAM FOR SINGAPORE, PENANG, COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

THE Steamship

"ALIPORE"

carrying His Majesty's Mail, will be despatched from this port at Noon on THURSDAY, the 23rd August, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 5 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to **MACKINNON MACKENZIE & CO.,** Agents.

Hongkong, 25th. August, 1923.

TO MERCHANTS OF THE MOTOR AND ALLIED INDUSTRIES.

Your attention is drawn to the advertising facilities offered by the Hongkong Telegraph's Motor Supplement which is the official organ of the Hongkong Automobile Association.

Our Advertising Department will be pleased to submit suggestions and quotations on application.

It is requested that copy be sent to this office not later than the Wednesday preceding publication.

HONGKONG DEVELOPMENT, BUILDING & SAVINGS SOCIETY.

The Promoter of the above Society (in formation) invites those interested in Building and ultimately owning a Home on Terms that may be arranged to suit the means of all classes to call or send for a Form of Application to participate in a scheme of Dwelling House Construction.

FREDERICK ELLIS.
(Promoter).

No. 10, Ice House Street, Hongkong.

HONGKONG HOTEL.

GRILL ROOM
SATURDAY August 18th
DINNER DANCING
SPECIAL ENGAGEMENT
OF THE
NEW YORK SYNCOPATED ORCHESTRA

"Dancing 8 p.m. Midnight.

Late Car to Peak 12.30.

Tables may be reserved.



TOURING CARS - H.K. \$1250
SEDANS (WIRE WHEELS) - H.K. \$1600
TRUCKS - H.K. \$1175

DELIVERIES OF TOURING CARS AND SEDANS FROM STOCKS.
TRUCKS FROM OUR NEXT SHIPMENT.
ALL ELECTRICALLY EQUIPPED WITH STARTERS.

ALEX ROSS & CO. (CHINA) LTD.

NO CHANGE IN OUR AGENCY FOR THE ABOVE

Full Stock of Spares Carried

VITTEL

(VOSES)

COLD SULPHUR AND BICARBONATE SPRINGS CONTAINING SALTS OF CALCIUM, SODIUM AND MAGNESIUM



CLINICAL INDICATIONS

PRINCIPAL THERAPEUTIC INDICATIONS—The following diseases may be cured by the treatment at Vittel:—

1. Gout.—All gouty subjects especially of the florid type and the torpid type with more or less prolonged attacks benefit by the cure. Besides the regular forms of gout, the treatment is prescribed for all its articular and other manifestations. Hepato-biliary disorders, congestion of the liver, migraine, neuralgia, phlebitis and periphlebitis, tracheitis, pharyngeal and ocular manifestations, and cases of gout with manifestations of early sclerosis hypertension and gouty albuminuria.

2. Renal, urinary, oxalic and phosphatic gravel.—The water acts by facilitating the movement of the gravel and by preventing its reproduction through local and general action. The cure is also prescribed with advantage in cases of gout with renal colic or attacks of lumbago.

THE FRENCH STORE

TEL. CENTRAL 794

Also on Sale

VICHY CELESTIN, EVIAN les BAINS

and CONTREXEVILLE WATER.



THE HONGKONG HOTEL COMPANY, LTD.

ANNOUNCEMENT.

OWING to the receipt of numerous complaints from patrons as to the inactivity of various members of the staff of the Hotels under the Management of this Company in Hongkong, such complaints being to the effect that "Cash" has been demanded in satisfaction of Liquors supplied, and patrons thereby inconvenienced by not being allowed to sign "chits," we beg to draw the attention of our clientele to the terms of the Liquors Ordinance, 1917, an extract from which is hereby given:—

- In this Ordinance—
 - "Cash" means any coins or notes current in the Colony.
 - "Sale" includes any transaction in which intoxicating liquor is supplied for any consideration whatsoever, direct or indirect.
- Subject to the provisions of sub-section (3) of this section, no person shall sell any intoxicating liquor for consumption on or at any licensed premises except for cash.
 - Sub-section (1) of this section shall not apply to the following:—
 - any sale by the proprietor of an hotel to a person residing at the hotel;
 - any sale by the proprietor of an hotel of liquor to be consumed in the dining room of the hotel at one of the regular meals of the hotel or of liquor to be consumed in conjunction with any other bona fide meal for which a charge of at least thirty cents can be reasonably made;
 - any sale in accordance with the conditions of his licence by the holder of a restaurant and adjunct licence.
- Where any intoxicating liquor is sold by a servant or employee in contravention of section 3 of this Ordinance, the employer, whether a natural person or a body corporate, shall be deemed to be guilty of an offence against this Ordinance unless he proves affirmatively that the sale was against his express orders and without his consent or connivance.
- Every person to whom any liquor is, to the knowledge of such person, supplied in contravention of this Ordinance shall also be guilty of an offence against this Ordinance.

The co-operation of our Patrons, with a view to assisting us to carry out the provisions of the Liquors Ordinance, is respectfully requested.

For and on behalf of

THE HONGKONG HOTEL CO., LTD.

WALTER J. HAWKER,
Secretary.

Hongkong, 15th. August, 1923.

ANGLO-CHINESE COMMERCIAL COMPANY, LIMITED.

(Incorporated under the Hongkong (Companies) Ordinance and the China (Companies) Order in Council).

Registered Offices:—ING WO, NANTAI, FOOCHOW.

The above-named Company is issuing a Prospectus dated 25th. day of July, 1923, a copy of which has been filed with the Registrar of Companies, Shanghai, inviting subscriptions at par for 45,000 Ordinary shares of Foochow \$5 each, and 10,000 Preference shares of Foochow \$5 each.

Full Prospectus (upon terms of which application will alone be received) and forms of application may be obtained locally from the Company's brokers, Messrs. Maxon and Taylor, Member of the Hongkong Stock Exchange, and the Hongkong & Shanghai Banking Corporation Hongkong.

The notice is not to be regarded as an invitation to the public to subscribe for shares.

DATED 25th. July, 1923.

J. W. ODELL,

Secretary.

EMBROIDERED & DRAWN WORK

YOU WILL FIND OUR STORE CHEAPEST AND BEST.

Swatow Drawn Work, Embroideries, Silks, Laces, Ivory Beads & Carvings and other works of art.

FOOK WENG & CO.

After House Hotel Building

Branch HOK LONG & CO., No. 1, Phayre Street, Bangkok.



HUGHES & HOUGH

GENERAL AUCTIONEERS AND BROKERS.

The Undersigned have received instructions to sell by Public Auction, (For Account of the Concerned.)

on TUESDAY, the 21st. August, 1923, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street, Valuable Teakwood and Blackwood Furniture and Household Sundries, &c., &c., &c.

Comprising: Dining Suites, Chesterfield Sofas, Arm-chairs (new), Tea Tables, Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables and Chairs, Washstands, etc., Sideboards, Dinner Waggon, Crockery and Glass Ware, Cutlery, Carpets and Rugs, Staircase Carpets, Electro-plated Ware, Electric Reading Lamps, Teakwood Screens, Blackwood Teapots, Marble-top Flower Stands, Side-Tables and Cabinets, and a few lots of Handbags and Suit Cases.

Also One Victrola and Records.
Terms:—Cash on delivery.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 15 August, 1923.

LAMMERT BROS.

PARTICULARS AND CONDITIONS OF SALE

of the STEAMSHIP "CHEKIANG" now lying at Shum Shui Po to be sold by Order of the Mortgagees

by PUBLIC AUCTION.

on TUESDAY

the 21st. day of August, 1923 at 3 o'clock p.m.

IN ONE LOT

by Messrs. Lammert Bros., Auctioneers

At their Auction Room in Duddell Street.

The Ship is of 985.2 tons gross and 535.4 nett tonnage. Her length is 190 feet or thereabouts. Beam 33 feet or thereabouts, draft 18 feet 9 inches or thereabouts and horsepower 252.

For orders to view, apply to Messrs. Lammert Bros., the Auctioneers.

For further particulars, Apply to:—

Messrs. JOHNSON, STOKES & MASTER,

Prince's Building or to

Messrs. Lammert Bros., the Auctioneers, Duddell Street.

DO NOT MISS—ROCHA'S POPULAR AUCTION SALES

Every Tuesday Thursday & Saturday At 2.30 p.m.

Specialist in the Valuation of Household and Office Furniture.

DA ROCHA'S MART
1 A D'Agular St. Phone 2593

ROXOR

LAST PERFORMANCE

OF FOX TIGER REEL SUPER-PICTURE

WHILE NEW YORK SLEEPS

It is a high-strung trinity of stories whose scenes move in tragic revelation, dark soul interiors suddenly illumined, with lightning flashes on criminal tendency. The picture is admirably balanced amid the upper and under world of a great city.

DON'T MISS TO SEE IT—IT IS THRILLING AND ADVENTUROUS

At the

WORLD THEATRE

TO-DAY

What is LOTOL?

LOTOL is The New Germicide Disinfectant and Liquid Insect Vermin Destroyer.

Spray LOTOL Freely

Means sudden Death to:-

Mosquitoes, Flies, Bugs, Fleas, Moths, Ants, Cockroaches, Silverfish, and every kind of Insect pest.

For use in The Household, Hotels, Hospitals, Theatres, Ships, Public Conveyances, Stables, etc.

or

LOTOL is harmless to clothes or other fabrics. LOTOL evaporates and leaves no stain. LOTOL will not injure painted, polished or metal surfaces. LOTOL does not leave any stains on walls or wall paper, and completely disappears in about 36 hours, at a temperature of 70 degrees F.

LOTOL itself is non-inflammable but wood and fabrics saturated with it burn more readily.

LOTOL does not contain any compounds of Arsenic, Strychnine, Cyanide, or Mercury, and though harmless to Man when used as directed, it is labelled "poisonous" to conform with the Poisons Act.

LOTOL is made in Australia.

THE GENERAL COMMERCIAL CO., LTD.

10, Des Voeux Road, Central.

(Sole Agents for HONGKONG & CHINA.)



PRESCRIPTIONS

When the doctor prescribes he expects the druggist to fill the prescription with pure drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the doctor's prescription filled here and the rest will be satisfactory.

THE PHARMACY

The Red Bldg Opposite Lee Ho Yee St.

PIANOS FOR SALE OR HIRE

Tsang Fook Piano Co.,

Tel. 2127.

94a, Wanchai Road.

PEAK TRAMWAYS CO., LTD.

TIME-TABLE

(From 1st June, 1923.)

Week Days.	Sundays.
7.00 a.m. to 8.00 a.m. every 15 min	7.00 a.m. to 7.10 a.m. every 15 min
8.00 " " " " " " " " " " " "	7.30 " " " " " " " " " " " "
8.30 " " " " " " " " " " " "	8.30 " " " " " " " " " " " "
8.47 " " " " " " " " " " " "	9.30 " " " " " " " " " " " "
8.54 " " " " " " " " " " " "	10.00 " " " " " " " " " " " "
9.01 " " " " " " " " " " " "	10.30 " " " " " " " " " " " "
9.11 " " " " " " " " " " " "	11.00 " " " " " " " " " " " "
9.20 " " " " " " " " " " " "	11.30 " " " " " " " " " " " "
9.30 a.m. to 11.00 a.m. every 10 min	12.00 noon " " " " " " " " " " " "
11.30 " " " " " " " " " " " "	1.00 p.m. " " " " " " " " " " " "
12.40 " " " " " " " " " " " "	2.30 " " " " " " " " " " " "
12.47 " " " " " " " " " " " "	3.30 " " " " " " " " " " " "
12.57 " " " " " " " " " " " "	4.30 " " " " " " " " " " " "
1.04 " " " " " " " " " " " "	5.30 " " " " " " " " " " " "
1.13 " " " " " " " " " " " "	6.40 " " " " " " " " " " " "
1.20 " " " " " " " " " " " "	7.30 " " " " " " " " " " " "
1.30 p.m. to 4.00 p.m. every 10 min	7.47 " " " " " " " " " " " "
4.00 " " " " " " " " " " " "	7.54 " " " " " " " " " " " "
4.30 " " " " " " " " " " " "	8.03 " " " " " " " " " " " "
Stopping.	8.10 " " " " " " " " " " " "
6.40 " " " " " " " " " " " "	Stopping.
6.47 " " " " " " " " " " " "	Non-stop.
6.57 " " " " " " " " " " " "	Stopping.
7.04 " " " " " " " " " " " "	Non-stop.
7.13 " " " " " " " " " " " "	Stopping.
7.20 " " " " " " " " " " " "	Non-stop.
7.30 " " " " " " " " " " " "	Stopping.
7.37 " " " " " " " " " " " "	Non-stop.
7.47 " " " " " " " " " " " "	Stopping.
7.54 " " " " " " " " " " " "	Non-stop.
8.03 " " " " " " " " " " " "	Stopping.
8.10 " " " " " " " " " " " "	Non-stop.

Saturday—Extra Cars:

12.00 Midnight.

Night Cars:

Weekdays and Sundays.

8.50 p.m. to 9.00 p.m. every 30 min
9.30 " " " " " " " " " " " "
11.15 " " " " " " " " " " " "

Special Cars.
BY ARRANGEMENT AT THE
COMPANY'S OFFICE,
Alexandra Buildings,
Hongkong, 1st June, 1923.

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE AND
ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

DRY DOCK

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (LOWEST) 34 FT 6 INS.

THREE SLIPWAYS

CAPABLE OF HANDLING SHIPS UP

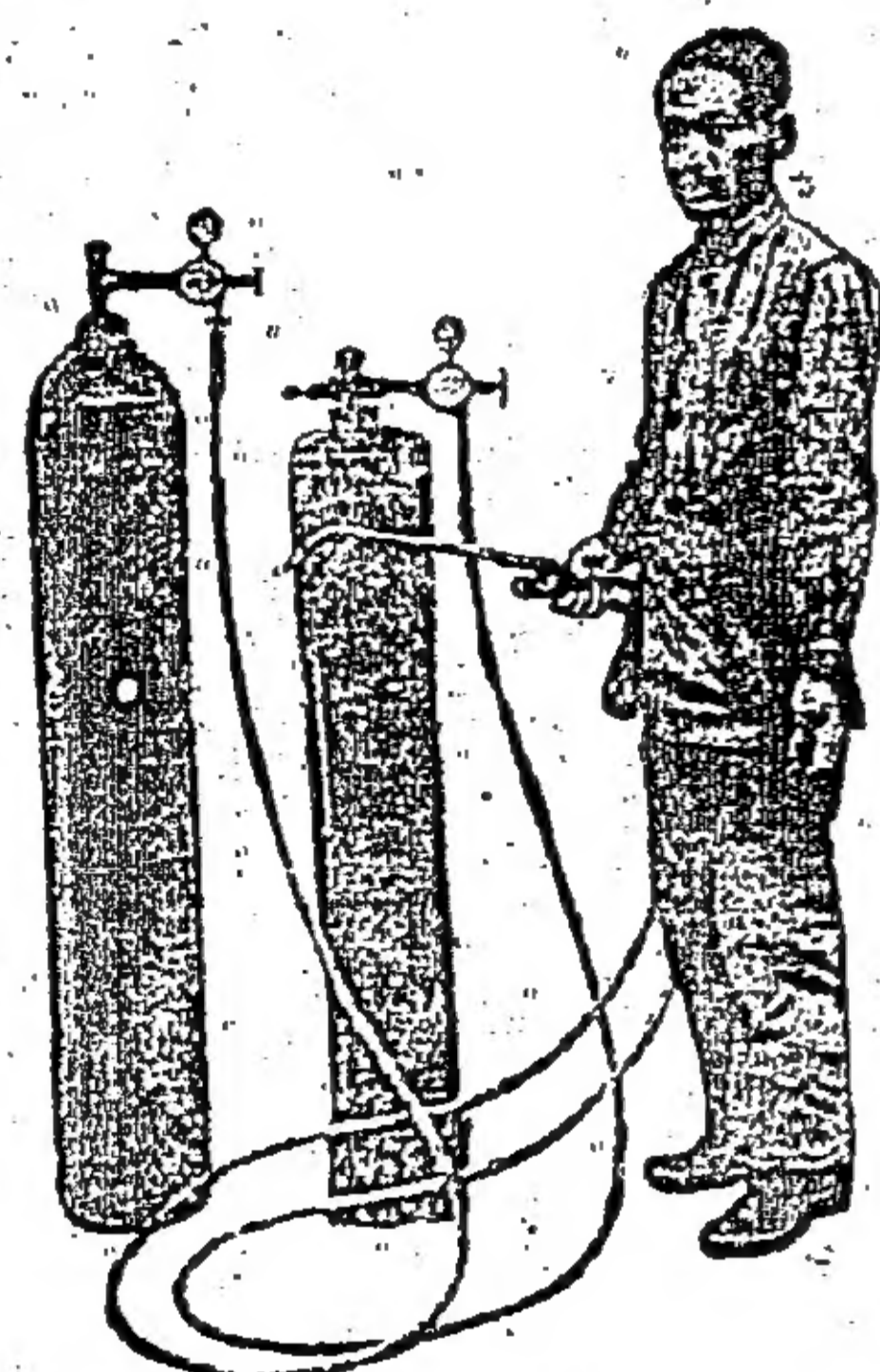
TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS.

SOLE AGENTS: BUTTERFIELD & SWIRE
(INCORPORATED IN HONGKONG)
TELEPHONE NO. 212.
CHILL PLANT: "T" OVER "ANS. PENNANT."

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LIFE WITHOUT HEALTH IS LIVING DEATH.
VETARZO BRAIN AND NERVE FOOD.
For Nervous Breakdown and Chronic Weakness.
VETARZO REGULATORS. Safe and Reliable.

English Price 3s. (either remedy). The VETARZO REMEDIES CO., Goshop Oak, N.W. London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. Sold by LEADING CASH CHEMISTS.

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METAL GOODS AND HARDWARE.

Tel. No. 6, 1923.

119 Jervois Street.

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It is important to keep the outside of your body clean. It is even more important to keep your inside clean and in regular working order. If constipation troubles you, use Pinkettes. They are laxative perfection, keep the liver active, the skin clear and the breath sweet, prevent diarrhoea and dysentery.

Chemists sell them, or post free, 60 cents per vial, from Dr. Williams' Medicine Co., 60 Kingsway Road, Shanghai.

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It gives joy to all
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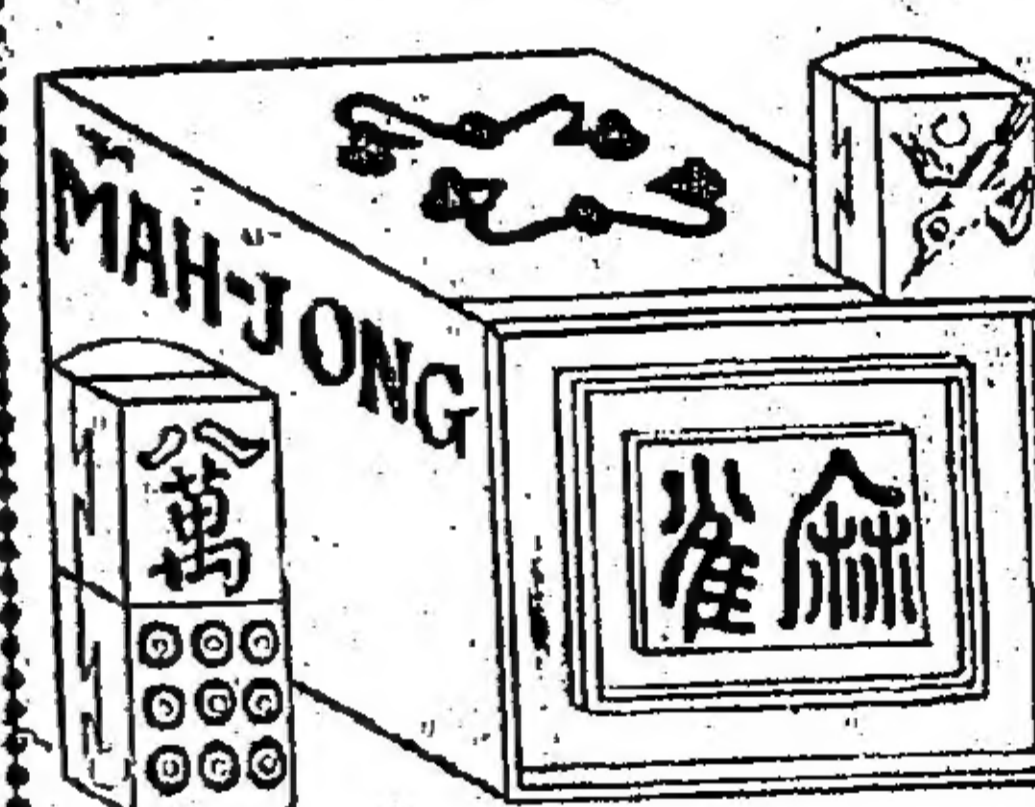
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UNSOLD STOCKS AFTER THE 18th. INST.
WILL BE SHIPPED TO OUR HEAD
OFFICE AT HAIPHONG.

MAH-JONG!



THE GAME WHICH
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THE RAGE OF THE
WHOLE WORLD

Take a set home to-
day and will quickly
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ENJOY
REALLY
GOOD COFFEE

BUY THAT WHICH IS
SPECIALLY SELECTED
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DAILY.

THE AGRAECO-EGYPTIAN CO.
11A, Queen's Road, Central.

FRECKLES AND HIS FRIENDS

Better Leave It Alone, Willie!

BY BLOSSER



E. WHISKY

FROM THIS DATE—

ALL E. WHISKY

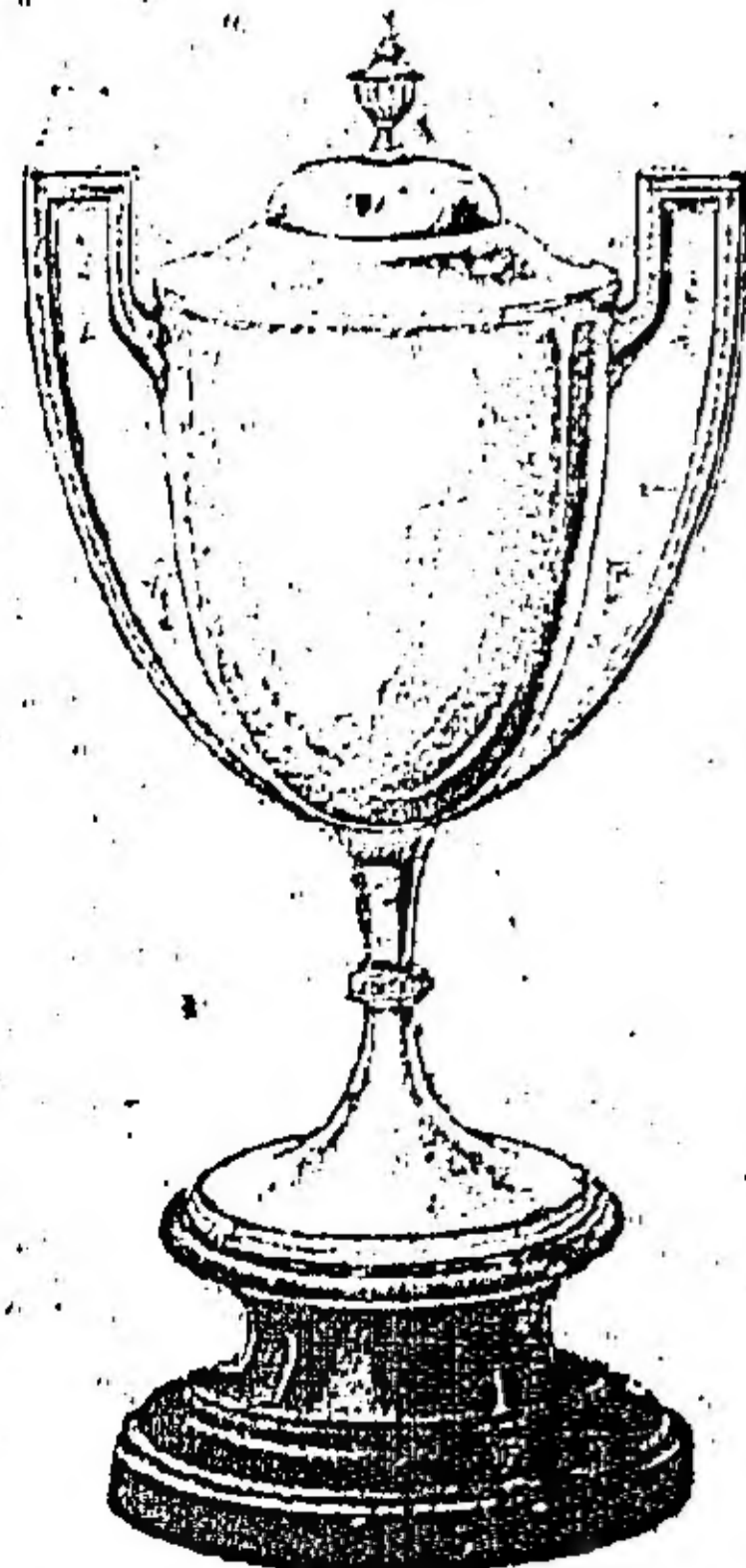
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MOTOR TRIALS**

LANE, CRAWFORDS

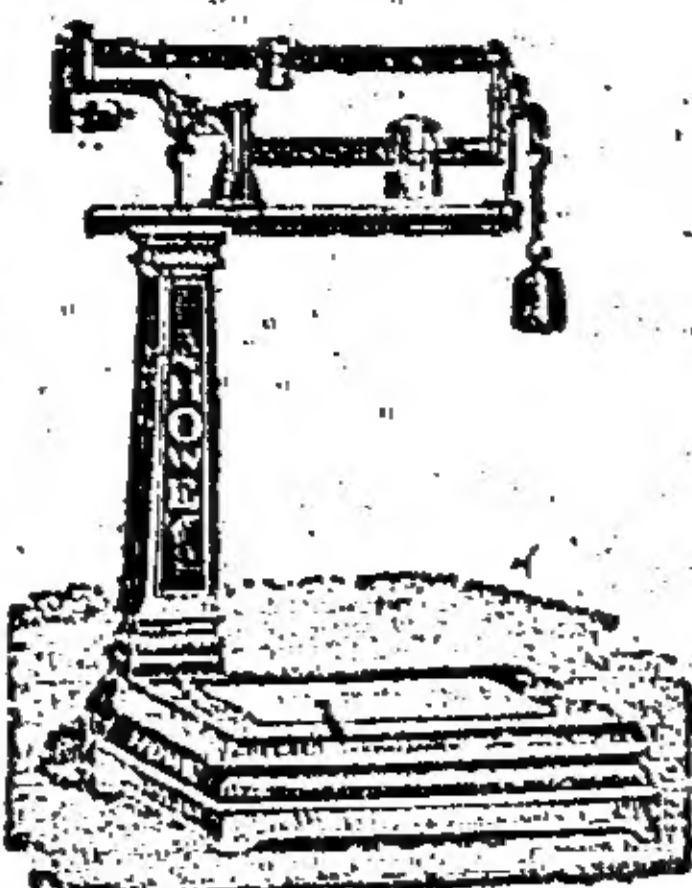
**HAVE THE BEST SELECTION OF TROPHIES
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\$7.50To
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The "Standard of Excellence."

**THE
BALL BEARING
WEIGHING
MACHINE.**For all purposes.
MUSTARD & CO.17, Connaught Road, Central.
Tel. Central No. 1186.**The Telegraph.**

HONGKONG, 18th August, 1923.

SALESMANSHIP.

Someone has said that the more one studies simple psychology, the more apparent does it become that all life is a matter of salesmanship. Turning the thought over, there would appear some good grounds for thinking that this is so. For example, we "go out of our way" to please and hold our friends. That's salesmanship. We cultivate attractive manners and common-sense demeanour, and patiently build up a reputation for honesty and reliability. All salesmanship. Instinctively we realize that we are here in this material life on a short trip, with certain qualifications of advantage to others and certain handicaps that hold us back. We concentrate to overcome the handicaps and develop the qualifications. That's salesmanship—the super-applied science. The same point was recently made by a professor of applied psychology when he stated that nature has taught every man to be a salesman when it comes to making love—that is why he always endeavours to be at his best in his fiancée's presence and puts on polished manners and a most pleasing smile. Courtship, indeed, has been described as the original form of salesmanship.

As we ponder this discussion of salesmanship as a vital part of every human life, two thoughts occur to us. One is that it would be an excellent idea for boys and girls to receive, some time or other in their education, a practical course in the fundamentals of the psychology of salesmanship. We can have much productive ability, but without the ability to market it we are destined to be candlelights under a bushel. The second point is that salesmanship applies to nations as it applies to individuals. Amiable foreign relations are a matter of salesmanship, and it might be a good idea to let the sales engineers try their hand at so-called diplomacy—usually the science of selling gold bricks and then trying to keep the buyers satisfied. These are a few thoughts as they occur to us. Perhaps our readers have their own ideas on the subject.

Ellis Island Conditions.

The report by Sir Auckland Geddes on conditions at the United States immigration station at Ellis Island has excited but mild criticism by one American paper, and praise from others. We think there can be no question of the propriety of the British Ambassador stating plainly the evils of a station which largely concerns British nationals. We have had several complaints, during the past few months ventilated in the Home newspapers, one in particular coming from a lady well-known to the public, whose unfortunate lot it was to be detained at Ellis Island quarantine station pending formal enquiries. Eventually Sir Auckland Geddes has investigated conditions for himself, and we gather that his revelations will come as a surprise to most Americans as well as others who read of the state of affairs he so clearly describes. He is careful not to blame the officials at the station for conditions over which they probably have little control, but he does not restrain himself when the necessity for strong criticism arises. "In practice the present detention arrangement pending 'hearing' of appeal against deportation is diabolical." That is a scathing phrase, coming from a man whose bona fides are unquestionable. No doubt these revelations to a wide public will have the effect of bettering the conditions to a great extent.

Malaria and Quinine.

The prevalence of malaria in various parts of the Colony, and the prophylactic measures that have been urged, as well as the use of quinine as the basis of all curative treatment, lends special interest to a current medical discussion of the best means of administering this drug. It would seem that a great deal of unfortunate experimenting has been indulged in, with resultant discomfort, and even acute suffering, to patients. It is becoming generally recognised that injections of quinine cause bad after effects, and the practice of so treating even grave cases is falling into disuse. We knew of a case where a patient was temporarily blinded by a quinine injection. A recent issue of the *Journal of Tropical Medicine and Hygiene* gives an extract from the report of a doctor in the Malay Peninsula who has proved that the administration of quinine by means of an enema, recommended by a member of high medical authorities, is both dangerous to the patient and acutely painful, causing much prolonged suffering without curing the malarial conditions. After all, the good old method of swallowing the drug, and waiting for it to take effect in its own time, appears the best, and we are glad to see that medical science is prepared to discard newfangled methods where they prove obviously unsatisfactory.

THE GYM KHANA.**A Two-Days' Meeting.**

Local turfites will be interested to learn that the October Gymkhana is to be a two days' meeting. It will be held on Saturday, October 6th, and Monday, October 8th, the latter day being a Bank Holiday. The fact that the Monday is a Bank Holiday and also in view of the recent arrival of a batch of Gymkhana ponies from Shanghai provide the circumstance why a two-days' function has been arranged.

THE STAR.**"Hunting Big Game in Africa"**

"Hunting Big Game in Africa," the famous wild animal film taken during a two and a half year tour through the Dark Continent, is being shown over the week-end at the Star Theatre, Kowloon. This production ran at the Coronet for a week, drawing record houses the first few nights. It proved one of the finest films ever screened in the Colony and was probably seen by more people. H.A. and Sidney Snow, the two intrepid American explorers faced constant danger to secure this splendid production. During their stay in Africa they succeeded in filming practically every variety of wild animal the jungles and plains hold, and some of the "close-ups" they obtained are wonderful examples of skill and daring. "Hunting Big Game in Africa" is Nature in the screen. It is educating, interesting, thrilling and amazing.

THE MOTOR TRIALS.**Details of the Entries.**

At a meeting of the General Committee in connection with the forthcoming local motor car and cycle trials, held in the offices of the *Hongkong Telegraph* last night, Mr. C.D. Lambert presiding, much satisfaction was expressed at the large number of entries sent in for the various events.

Cars and Cycles

It was reported that cars and cycles of the following makes had entered—

Cars.—Oldsmobile, 5; Studebaker and Oakland, 3 each; Buick, Chander and Chevrolet, 2 each; Crossley, Calcutt, Jordan, Overland Willys, Essex, R. V. Knight, Humber, Maxwell and Citroen, one each.

Cycles.—Indians, 14; Harley Davidson, 8; Henderson, 6; Triumph, 5; Norton, 4; Ace and A.J.S., 3 each; Douglas and B.S.A., 2 each; Ivy, New Imperial, Royal Enfield, Phelan, and Moore, Rudge Multi, Lewis, Sun Vitesse and O. K. Junior, one each.

Prizes.

The Hon. Secretary (Mr. P. M. Hodgson) reported the receipt of a silver cup from the Union Trading Company, on behalf of the Motor Union Insurance Co., Ltd., of which they are agents, and this was allotted to the Petrol Consumption Test for cars of unlimited horse-power. The receipt of cups from the Asiatic Petroleum Co. and the Standard Oil Co. was also reported. These were not allotted, it being decided to await the receipt of further expected trophies before making the final allocations.

It was announced that there would be first and second prizes for each event.

Appreciated Help.

Letters were received from the Hongkong Engineering and Construction Co., Ltd., and the Hongkong and Whampoa Dock Co., Ltd., expressing willingness to assist in transport work, the former by placing at the disposal of the Committee a motor truck on August 25th, and the launch on September 2nd. These offers were much appreciated.

Other Matters.

Several other matters dealt with, including detailed arrangements in connection with the Acceleration Test and Hill Climb, it being decided that the former shall be taken as the flying start of the latter, competitors to make the run straight through. Printed instructions will be given each competitor on these matters.

It was also resolved that, in the event of the typhoon signals being up on Friday, all events will be moved forward one week.

DAY BY DAY.

PRESENT FEARS ARE LESS THAN HORRIBLE IMAGININGS.—*Shakespeare.*

Tenders are being invited for the construction of a hardwood pier at Blackhead's Point Kowloon.

The names of Mr. Lu Tak-chung, Mr. A. J. Lane and Mr. J. L. Adams have been added to the list of Authorised Architects.

We regret to announce the death of Mr. Hoh Hiu-lau, the acting General Secretary of the Chinese Y.M.C.A., which took place this morning at his residence, 27 Bonham Road, after a brief illness. The funeral leaves the house for Pokfulam Cemetery at 3.30 p.m. to-morrow.

The attention of golfers is directed to the fact that Messrs. Mackintosh and Co. are at present showing a special display of golf hose. They have some 400 pairs in hand, just purchased at a specially favourable rate, and are offering them at \$4 per pair. Ordinarily the price would be at least \$6.50. The quality is everything that could be desired.

THE BANDIT OUTRAGE.**Irish Priests Escape.**

(Our own Correspondent.)

Shanghai, Aug. 18. A later Hankow report shows that the Irish priests, McHugh and Ward, escaped by wearing Chinese clothes. The London Mission Hospital and structures were burned, not the Catholic Church Hospital, which is reported not to have been burned. It is believed there are no foreign captives, but more than a hundred Chinese were kidnapped.

Bulls and Inners

From the Office Butts.

There is no truth in the rumour that, in consequence of the new regulation prohibiting passengers on Peak cars from playing musical instruments, residents of the upper levels intend in future to cease blowing their own trumpets.

Another regulation lays down that passengers must not scratch the windows. We suppose, there won't be any objection to their scratching one another's backs.

A contemporary announces that a certain Power is having some old warships "scrapped." This item of news will no doubt be made the most of by the jingoists, who thought they were to be scrapped.

Shoot a card and run away, and—You'll get a chit for show one day.

A Chinese named Ah Lim died in Sydney the other day. Ah Lim lopped off the tree of life!

"Our teeth are our best friends," says an advertisement in a London paper. In old age, they often prove false!

A man recently found £200 belonging to a bookmaker, to whom he returned the money. Bookmakers generally get it back in the end.

An advertiser in a Home paper wants somebody to adopt "a lovely, healthy girl," born last September. We suppose she's too young for Hongkong's flapper-chasers.

Hongkong's amateur photographers must be honest folk. The competitors are to do the judging at the forthcoming exhibition.

Somebody in the Colony wants a bicycle that is both "fairly new" and "in good repair." He is a pessimist.

We don't want them to Russian here, for fear they might Roumanian the Colony.

Some of the "Eight-ten gin drinkers' express" passengers remind us of clocks. They are hard to stop when once wound up and have a striking way of attracting attention.

At the same time (and place) and at other times (at the same place) we often wonder how on earth it is possible to hold a really representative gathering of England's grand old families (and all that sort of thing) when flocks of them have apparently forsaken their baronial halls in order to dwell on a hill near China.

No wonder people believe that Hongkong is always behind the times. A contemporary states that "the report for 1922 of the Alice Memorial and Affiliated Hospitals has just been published."

There's many a Hongkong man who will never be able to play golf well enough to become a taipan.

Manila is to be "dry" on election days, according to an order just issued. People are now asking that the elections be cut out.

A paper is offering prizes for ideas to make the home more attractive. Our idea is lower rents.

They say married baseball players seldom argue with the umpire. Maybe they've lost the art.

Why all this warfare against flies? They keep lots of people from just sitting round doing nothing.

Babies in the States are now being soothed to sleep by jazz, says a newspaper. There should be a fine flock of shimmy-shakers by 1940.

A man in New York recently gave his son's bride a million dollars. Need we add that he was a landlord?

An advertisement records that "a dark blue lady's raincoat has been lost on one of the local roads. Oxonians, especially, will note the lady's distress. To be without a raincoat this season would make anyone feel blue."

All Hongkong's young men are not work-shy. One man advertises that he wants something more to do after office hours.

Another man in Hongkong would like to get into communication with probable employers before his present contract expires two years hence. There is nothing like taking time by the forelock.

A London policeman is now singing in grand opera. A Kowloon one is now taking correspondence lessons on the saxophone. So that's all right.

Motorists are nearly always the pedestrian's. Keep to the pavement.

They do take care of those Peak tramcars. A new regulation provides that "no person shall spit in, on, from, or against any carriage."

The Bhoys declare that the cost of living in Hongkong is high, but worth it.

It is suggested that one of the events at the forthcoming trials should be for brokers' rickshaws, weight for inches. We know who would win!

Many a Hongkong man lives where he sleeps, but there are quite a number who don't sleep where they live.

What about an acceleration test for some of our chit coolies?

We know a man who would easily win the consumption test if they were only using another kind of spirit.

A scientist says the next war will be fought by radio. From the noise we heard at the recent demonstration, we should say the scrap is now on.

Isn't it funny that Hongkong women with the most clothes seem to wear the least?

It's calculated that ninety per cent. of our cuss words were invented by Hongkong people trying to keep cool in August.

A man named Karlpuersnellerlerler, recently arrested in the States, was so drunk that he couldn't even pronounce his name.

At a Volunteer shooting competition in Singapore, the winners were "three pints" ahead of the second team, according to one of the local papers. We recommend that fact to "Pussyfoot" and his followers.

Stucco covers a multitude of sins.

"Commercial Fly," says a heading in a Canton newspaper. Interested in the spread of disease, we suppose.

Some ungarreted honours: The annual report of the Alice Memorial Hospital contains the following names amongst the General Committee: "Hon. Mr. A. Stevenson, Hon. Mr. W. B. Walker and Hon. Mr. A. E. Wright."

Canton wants to go fifty-fifty with us. A shandy-gaff, with Canton supplying all the gaff?

"Was Adam a Chinese?" asked the *South China Morning Post*. While we cannot answer this poser, we believe that it was Eve who made Man darr!

If the Garden of Eden was in China, then Eve gave Adam the orange pip, and not an apple.

A vocalist who has come well to the fore in the States is Miss Sigrid Onegio. We trust she will never taste the bitters of failure.

Keepers of certain small hotels in the Colony will now render the old tag: "Nihil potest nisi quod de jure potest."

A diver "at present engaged" is seeking a new contract. We presume he would be quite prepared to come to surface to talk matters over with prospective employers.

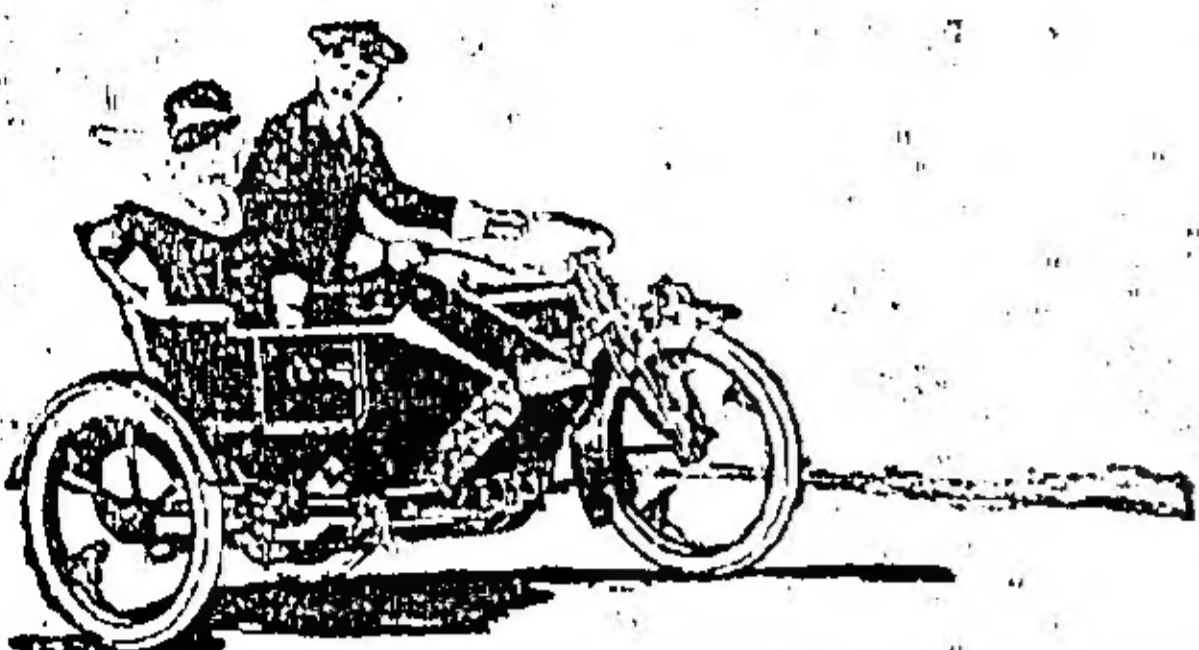
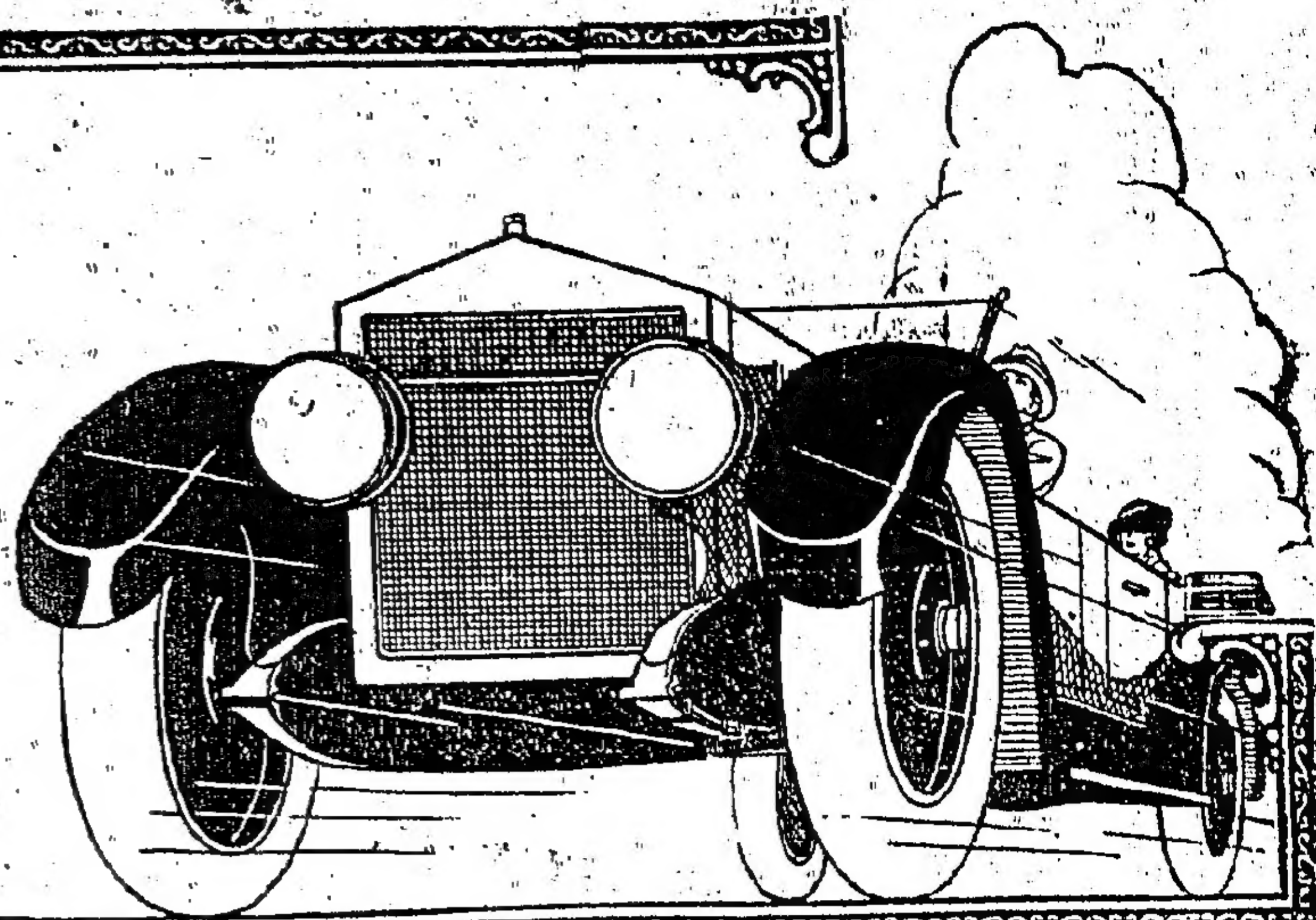
According to the *Post*, there is a local flat to let for exactly "two minutes." The drawback is that by the time you got to the ferry, your lease would have expired.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

Saturday, August 18th, 1923.

(Being the Official Organ of the Hongkong Automobile Association).



LOCAL MOTOR NOTES & NEWS

In deciding to publish a special Motoring Supplement once a week, the *Telegraph* is largely influenced by the growing popularity of motoring in this Colony. This Supplement, which will make its appearance every Saturday, is to be recognized as the official organ of the Hongkong Automobile Association, whose members will find in these columns all intimations which the Association wishes to bring to the notice of its members. Our aim will be to make the Supplement a medium of useful information to all classes of motorists, and with the aid of illustrations and well-selected reading matter we hope to make it progressively attractive as time goes on.

We are particularly anxious that matters of local interest shall be discussed in the columns of the Supplement. In this connection, we invite our motoring readers to send in to us any comments regarding local motoring subjects which they think worth bringing to notice. The letter which we to-day publish from "Traveller" is a case in point of the type of suggestion which should prove extremely useful. We commend to the authorities the views which he expresses. Something in the nature of "way-side" rest houses in the New Territories would be greatly appreciated by the motoring public. A break on the road would be most welcome to many motorists who are a trifle tired of merely running out to the old spots and then returning after a few hours' stop.

Motorists will also doubtless learn with interest that we have arranged with a local expert to supply answers to any motoring questions upon which readers may wish enlightenment. There are local conditions affecting motoring here which do not apply everywhere, and as "Scrutator" (that is the *nom de plume* which our contributor will use) has had very many years' experience in Hongkong, the information which he undertakes to give in reply to queries should be of distinct value. All enquiries should be addressed to "Scrutator," c/o *Hongkong Telegraph* and should be sent in as early in the week as possible.

For the benefit of the motoring public, we give the following arrangements made by the Hongkong Automobile Association with the Star Ferry Company, Limited, whereby a launch and lighter will be at the disposal of the Company on Public Holidays and on Sundays for the transport of motor cars across the Harbour:

Leave Hongkong	Leave Kowloon
10 a.m.	9.30 a.m.
11 "	10.30 "
Noon	11.30 "
6 p.m.	5.30 p.m.
7 "	6.30 "
	7.30 "

During the time local typhoon signals are hoisted the service will be entirely suspended.

The Hongkong Automobile Association will be issuing an attractive handbook to its members towards the end of the year. This will be a fine advertising medium for those wishing to push their cars or cycles.

Have you joined the local Association? If not, you ought to apply to the Hon. Secretary for an application form. Gasoline

may be obtained by members of the Association at the following reduced rates:

8 Imperial gallons	\$8.20
4 "	4.10
2 "	2.10
1 "	1.05

Any complaints should be addressed to the Hon. Secretary of the local Association.

The local Association is shortly expecting from England a handsome badge for its members, based on the R.A.C. Associates' Badge. The Association has also just concluded an agreement with the Automobile Association & Motor Union whereby members of each Association may become members of either at a reduced subscription of 25 per cent. of the annual fee, and all initiation fees waived.

Did you know that certain insurance Companies here will insure your car or cycle at a reduced premium if you are a member of the Hongkong Automobile Association?

The Castle Peak Road will probably be open to through traffic by the end of the month.

Those who scoffed at the idea of local motor car and cycle trials and predicted that there would be a very limited entry, will now have to admit that they were sadly astray in their calculations. The number of cars and cycles entering has exceeded even the most sanguine expectations. They are as follows:

Motor Cars	25
Motor Cycles (Solo)	38
Motor Cycle Combinations	17
Total	80

In actual fact, there are no fewer than 200 distinct entries for the various contests, this being explained by the fact that many competitors have decided to compete in several events. A contest in each event is assured as, in no case is the entry below the minimum of six recently laid down by the Committee. The number of competitors entering the various events is as follows:

Event No.	1	2	3	4	5	6	7	8	9	10	11
	14	18	18	19	62	12	12	8	16	8	17

It should be explained that Event No. 5 for which there are no fewer than 62 entries, is the Fuel Consumption Test, which is open to cars, solo cycles and cycle combinations.

With such a magnificent response, the success of the trials to be held on Saturday, 25th. instant, and Sunday, September 2nd, is absolutely assured, provided the weather is fine. There will on those two dates be such a gathering of motor vehicles in the New Territories as has never been seen before. Rivalry will no doubt be keen and it cannot be doubted that the first trials of the kind ever held in the Colony will be extremely interesting and enjoyable as well.

On the first date mentioned (that is, Saturday next) the

MOTOR PICNICS.

Hongkong's Need of "Rest Houses."

We have received the following letter for publication:

Sir,—As a comparative stranger to your delightful locality, I should like to make a suggestion, if I may, concerning the New Territories, from the "motorists' convenience" point of view.

Hongkong justly boasts of its splendid roads and gorgeous scenery, but I feel sure that the majority of visitors (and probably residents also, for that matter) have at some time or other keenly felt the need of something in the nature of "Rest Houses" way out in the Territories. There are one or two charming spots where motorizing picnic parties would surely appreciate the provision of shelters from the sun, where they and their friends might spend an hour or two, and where hot water would be available for making tea, etc.

In many of the popular picnic rendezvous in Australia, rough sheds are provided where the use of tables and benches are gratis and where water is obtainable. I can assure you that such provision is much appreciated by the public there, and would, I think, prove equally popular here.

To have to ride around the Territories without a stopping place becomes a little wearisome, and on a hot day it is often difficult to find really good shelter from the sun.

The cost of such a scheme is very small, and would, if put into effect, help to increase the popularity of motoring picnics.

Enclosing my card.

Yours etc.,

TRAVELLER.

Hongkong, Aug. 16th, 1923.

SAFETY FIRST.

Watch for someone else doing something silly—and take care never to do it yourself.

Acceleration Test and Hill Climb will be held at Tsim Wan. The actual contests will start on this date at 2.30 p.m., but competitors must be on the spot at 2 p.m. sharp, as also must the general public, as the road will be closed to traffic after that time. The Hill Climb should be well worth watching, and arrangements will be made whereby spectators will be able to keep a record of the various times made and thus be able to follow the sport with interest. Tea and refreshments will be available.

The Fuel Consumption Test, to take place on Sunday, September 2nd, will be an all-day affair and will be largely in the nature of a jolly motor spin in the New Territories. The run will be to Castle Peak, and the first cars will be got away from the junction of the Taipei and Lai-chik-ko roads at 10 a.m. There will be a stop at Castle Peak for tiffin, and then the return journey will be made. The actual result of the competition will not, of course, be available until some days after the run, neither will that of the Hill Climb Contest on formula. Further particulars in connection with the various contests will be given in the *Telegraph* during the coming week.

HONGKONG'S TAXIS.

Tamper-Proof Taximeters.

When Hongkong's taxi service is in full swing, as it will be very shortly, the taxicabs plying for public hire will be fitted with the "Tampon" patent taximeter, which is guaranteed to be tamper-proof. The Hongkong and Kowloon Taxicab Company has ordered a consignment of eighty of these taximeters which are British-made, and which have been endorsed by Scotland Yard. These new taximeters will make it impossible for the public to be victimised by unscrupulous drivers. They have an outside casing made in one complete casting, and all fittings are placed so that no nuts, bolts or screws are on the outside of the cover. Therefore the use of such things as nails, wire and strings will not be possible. These taximeters have been adopted by the Police in Bombay and Calcutta, and a demonstration which was recently given before the Calcutta police showed that it was impossible to manipulate them, as in the case of many taximeters.

The New Taxis.

A representative of the Hongkong *Telegraph* was given an opportunity of testing the comfort of the new taxis on a trail run on Wednesday last, and was much impressed with the many excellent features presented. Although the machine in question was only unpacked the night before, its initial performance was perfect in every way. One pleasing feature is the "Hartford" shock absorber, which eliminates bumping and jarring—even over very rough roads. The fact that this device was adopted on all cars recently competing in the French Grand Prix Meeting, is in itself eloquent testimony. Electric lighting is installed for headlights and bracket side lamps, as well as for the interior of the carriage.

On account of the hilly nature of the Hongkong district, special gears have been fitted which will ensure reliability and comfort when climbing steep gradients.

The upholstery and fitting is most attractive, the window frames being of a special aluminium alloy and being fitted with an extremely simple sliding arrangement.

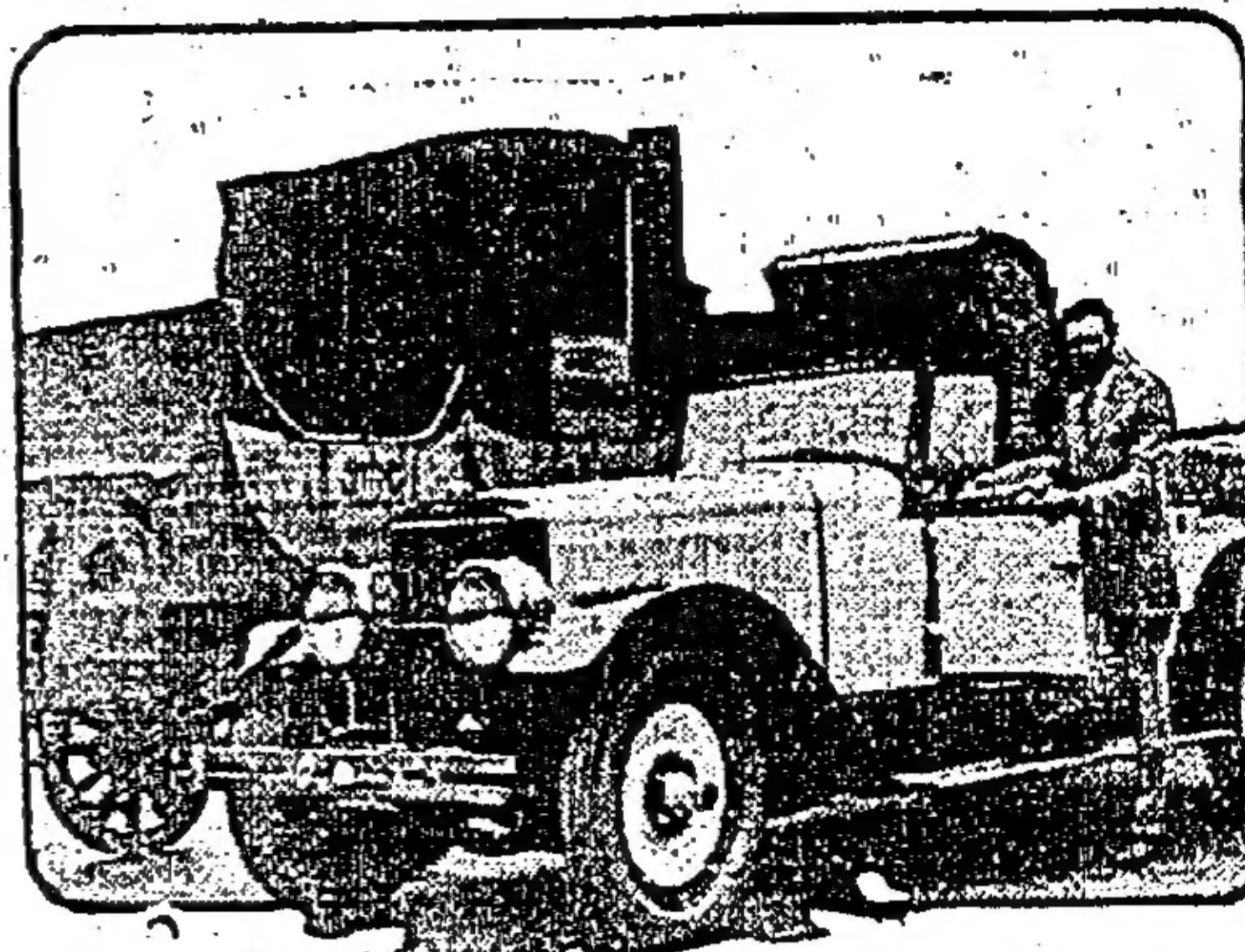
In appearance, the Hongkong taxi represents a miniature limousine and reflects great credit on the manufacturers as well as being a tribute to the Company which has had the enterprise to provide a taxi service for Hongkong of which any city in the world might well be proud.

HE'S MOVING!



Antonio Gaudino, in the great motorcycle race at Buenos Aires, which he won, covering 347 miles in 7 hours 48 minutes.

STEAM CAR PROGRESS.



Less than 100 years show this remarkable progress in the use of steam as a source of automotive power. At left is the James coach, built in England in 1829, which had a speed of 10 miles an hour. Beside it is the latest product in steam cars—the Doble, built by Abner Doble of San Francisco, who is shown standing alongside the car. It can develop a speed of 80 miles an hour.

CORD TYRES.

Tests Prove Their Economy.

Some very interesting tests have recently been undertaken in the laboratories of the Dunlop Rubber Company regarding horse-power consumption of cord tyres as compared with canvas tyres—that is to say, tyres whose fabric body, on which the rubber treads are placed, are built up with cord fabric and canvas fabric respectively. The tests were conducted in such a way that the conditions were under full control and were constant for each type. The results obtained are of considerable significance and the details on the 320 x 120 mm size at different pressures are given as an example:

Pressure (lbs per square inch)	Horse power consumed by cord tyre	Horse power consumed by canvas tyre
60	2.05	2.65
40	2.95	3.05

This result may also be expressed in a simple way by taking the horse-power consumption of the cord tyre at 100 in both cases. From this it will be seen that at the pressure of 60 lb. in the tyre, if the cord tyre consumption of power is 100, the canvas tyre consumption is 130—an increase of 30 per cent. At 40 lb. pressure, if the cord tyre consumption is taken as 100, the canvas tyre consumption is 104, an increase of 4 per cent. What this actually means to the user is that if the four tyres on a car are taken all running under the same conditions and all having a pressure of 60 lb. for a suitable load, the total horse-power consumption would be 3.2 for the cord tyre and 10.6 h.p. for the canvas tyre at a given speed and load. This gain of 2.4 h.p. to the car as a whole, due solely to the difference in the type of tyre used, cannot but be reflected in the petrol consumption. Naturally, the actual saving in petrol varies under different conditions, but at the same time some credit must be given to the present admirable low consumption of fuel by cars generally being due to the cord tyres which are now being universally fitted. At present few British motor-vehicles fit straight-sided tyres, as the standard rim of this country is of the beaded edge or clincher type. Possibly in the next few years all the heavier and more powerful vehicles will be fitted with straight-sided type, and may show a still more improved running by the tyres absorbing even less power from the engine.

New Methods.

The manufacture of tyres is undergoing "considerable alteration" at the present time, not only in England, but also in America. Recently the United States Rubber Company made the announcement of its new latest processes, and is making its cord tyres on an entirely new principle. Instead of building up the casing on an iron core of the form of a tyre, this factory is making casings flat on a collapsible steel drum, subsequently bringing them to shape by inflation. To the layman this probably requires further explanation. In the old method it was found that progress in the development of cord tyres had about come to a standstill. Frequent changes have been made in the pattern of the treads, but little alteration or improvement had taken place in the making of the body or casing. Cord tyres generally are made under the old method by building up one-ply of core fabric upon another, the workmen using an iron core mounted on a standard for the purpose. When the tyre is fully built up it is placed in an oven and baked or vulcanised. Under this process it is difficult to get a uniform tension in every one of the thousands of cords. A standard 8-ply cord tyre contains 19,000 separate cords of cotton, and unless every one of these is stretched to exactly the same tension, and unless heated exactly parallel with the others in the same layer, all will not contribute equally in bearing the load, and the tyre will not last as long as it should. In the old method some cords stood a chance of being tight while others were loose. When the tyre is inflated the loose threads will not be stretched but the tight ones will. When the tyre is running, this unequal tension on the cords will cause friction, generation of heat, and finally failure of the tyre.

The research work of the United States Rubber Company has been directed towards a method of construction which would eliminate the inherent faults present in building a casing on an iron form, rounded to the shape of a tyre. After countless experiments had been made, it was finally found that by building the tyre flat on a collapsible steel drum, and subsequently bringing it to shape by inflation, the ideal cord tension conditions were obtained. The soaping machine, by inflating the casing as a whole, each unit in the construction being distended from an identical state of non-tension to one of equal tautness, preserves the relation of the individual cord. In the manufacture

A NEW CAR.

Recent Test in Ceylon.

Writing from Colombo, Mr. F. C. Pullinger, O.B.E., M.L.A.E., managing director of Arrol-Johnston, Ltd., says:

"I have been here now one week and have tested the first sample 'Empire Model' Arrol-Johnston. This car is the result of my world experience and is so far quite satisfactory. It will do 45 miles per hour on top gear and gets away quickly. It is smooth running and vibrationless. The car was driven from Colombo to Kandy, Kandy to Nuwara-Eliya, Nuwara-Eliya to Colombo—230 miles.

The outward journey was done in 5½ hours running time, the car climbing Ramboda Pass (11 miles) in 37 minutes without losing one drop of water or showing the slightest sign of heating. Petrol consumption 18.33 M.P.G. throughout entire trip. Oil consumption is at least 1,500 miles to a gallon.

"The whole journey was done without taking one single risk either to passengers or third party. The car was fitted with Dunlop Cord Tyres and the road at every corner—it is a well-finished, comfortable, fire-seated, gentleman's carriage.

"The Ramboda Pass starts from 3,500 feet above sea level and rises to 7,600 feet above sea level. The 11 miles spoken of is, for the first part, a succession of hair-pin corners and an average gradient of one in eight and then the road is a less gradient, varying from one in 20 to one in 15 with one or two places one in 10. It is no place flat and the corners are for the most part blind and their number is legion. We climbed all the way on third speed as this was the fastest gear and we were trying for time. The car would have climbed on top gear a great part of the second part of the hill, but would have been slow. The engine of the car is 85 m/hp bore and 130 m/m stroke. I intend to increase the bore to 90 m/m and the stroke to remain as at present. This is being done and its first samples will be ready for shipment as soon as I get home—about the 15th. of September. I am most satisfied with this sample, which, by the way, was fitted with a back axle 4.5 to 1 gear ratio. I had a spare axle sent out 4.75 to one and this is the axle we did the climb with. I do not think it will be necessary to fit 5 to 1 for Hongkong and will send out 4.75 to one."

The Hongkong Hotel (Motor Department) are agents for this well-known British car. The first of these touring cars has been shipped from Home by the s.s. *Elpenor*, which left for Hongkong on the 11th instant.

A New Fuel.

Another fuel to save pennies for the motorist! This time it is eucalyptus oil, heretofore used mainly in medicinal preparation. A British Army transport officer, now in Australia, reports he has succeeded in using this oil as a motor fuel. He made 36 miles on a gallon of this oil, he states. Besides, the oil acts as a decarbonizing agent!

of tyres by this method this factory uses its new web fabric made of cords, which have been given a bath in rubber latex—i.e., pure liquid rubber in the form in which it comes from the rubber tree.



In Royal Cord Tyres there are no cross threads to chafe and heat the tyre. All the Cords go one way in each layer. Thus are thousands of miles added to normal tyre life.

ALL SIZES IN STOCK
COMPETITIVE PRICES
Sole Agents—

HONGKONG HOTEL GARAGE

Royal Cord
A Dominion Tyre

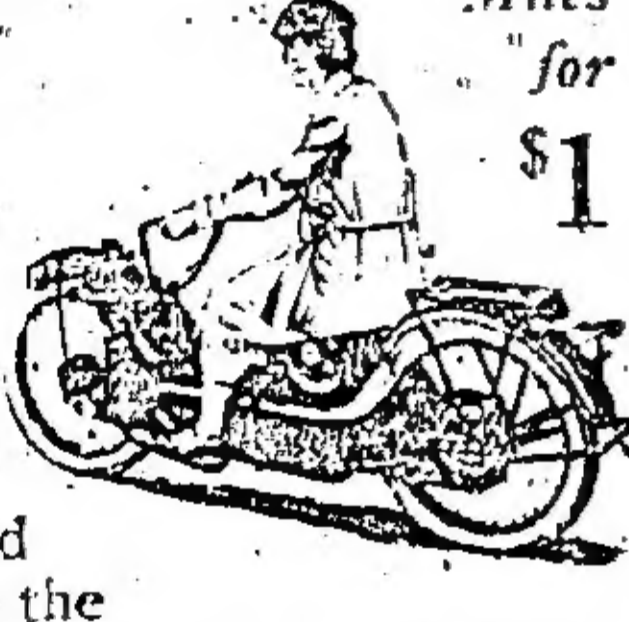

NERACAR 100 Miles for \$1

LOW slung, pressed steel frame—no bar to straddle. Broad mud guards and hood over the power-plant keep the rider clean. Men and women ride in any clothes. 5-speed friction drive—no gears. Easy control. Learned in 5 minutes. 85 to 100 miles to the gallon. 35 miles an hour.

Free Demonstration!
FULLY EQUIPPED—NO EXTRAS!

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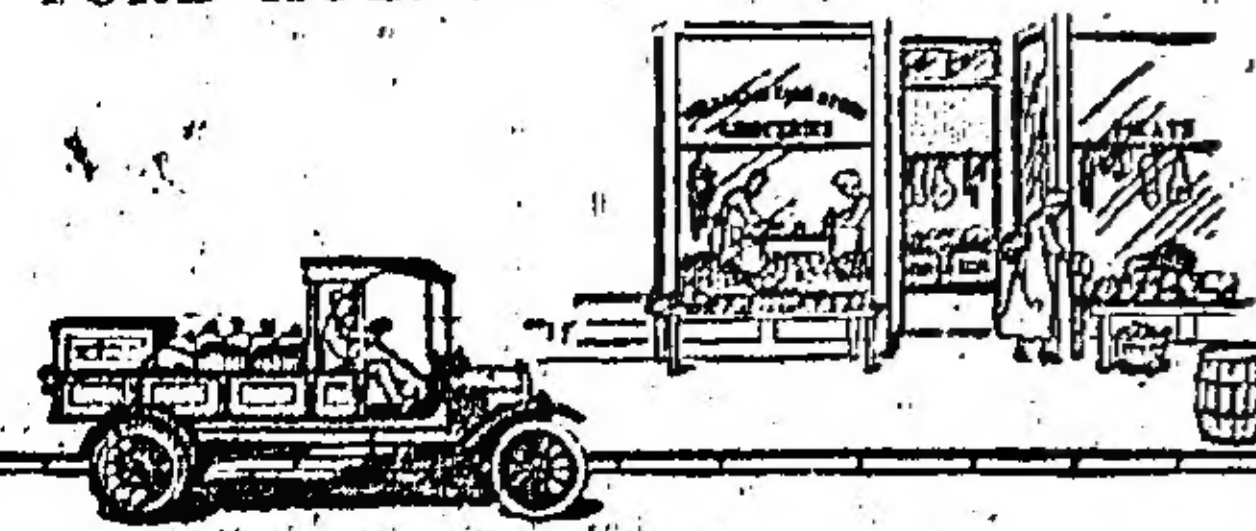
35 miles an hour

Ford
THE UNIVERSAL CAR

The Ford One Ton Truck is a profitable "beast of burden" and surely has the "right of way" in every line of business activity. For all trucking purposes in the city and for all heavy work on the farm, the Ford One Ton Truck with its manganese bronze worm-drive and every other Ford merit of simplicity in design, strength in construction, economy in operation, low purchase price, stands head and shoulders above any other truck on the market. Drop in and let's talk it over and leave your order for one.

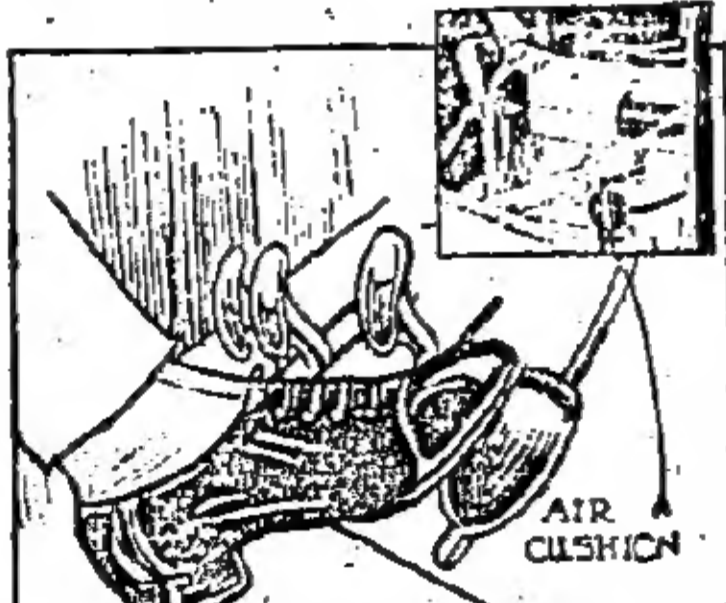
ALEX ROSS & CO. (China) LTD
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FORD AGENTS—



NEW INVENTION.

Air Bulb Accelerator.

Instead of the metal pedal accelerators which are being put out for a popular small car, a form of air cushion pedal has been invented. It is said to take up shock, especially while going over



bumps, and thus produce more even supply of fuel. When the bulb pedal is pressed, an air cushion beneath the steering column expands and moves the rod extending to the carburettor. When the foot is taken off the bulb pedal, the air cushion contracts and the rod is drawn back.

MOTOR GEAR RATIO.

How to Figure It Out.

By the term "gear ratio" is meant the number of revolutions a driven gear makes in relation to its driver. If the driving gear turns twice to each turn of the driven gear, the ratio is 2 to 1. The size of the gears is immaterial; it is the relation between the number of teeth in the two gears which determines the ratio. On an automobile running in high gear, the transmission ratio, which is the ratio between the number of revolutions of the crankshaft and the driveshaft, is 1 to 1. On second or third gear the ratio is slow: the driveshaft will turn slower than the crankshaft. The rear axle ratio is the ratio between the drive shaft and the rear axle. To calculate the gear ratio divide into the number of teeth in the driving gear into the number of teeth in the driven gear.

To find the total gear reduction between the crankshaft and the rear axle, multiply the transmission gear ratio by the rear axle. The same rules apply to chain-driven trucks, the number of teeth on the sprockets being used. On worm-driven trucks, the number of "leads" or "starts" on the worm divided into the number of teeth on the worm wheel gives the rear axle ratio. The gear ratio of any car has an important bearing on both the speed and power. A car with a 4 to 1 ratio will have, with a 3 to 1 ratio, the same engine more power but less speed than a car being used. —Automobile Digest.

OFFICIAL R.A.C. CAR TRIALS.

Why Not Increase the Average Speed?

Is it possible to effect an improvement in the method of running the Royal Automobile Club trial? asks Capt. E. de Normanville in the *Daily Chronicle*. And if it is possible, is not the present time peculiarly suitable for effecting that improvement?

Before we go any further let me make it quite clear that I am not criticising the R.A.C. methods of running their official trials. From fairly intimate knowledge I should say that few official tests of any character equal the absolute impartiality or the complete integrity of the R.A.C. trials.

In a word, they have made a world-wide reputation which is wholly above reproach or suggestion of improvement.

It is from an entirely different angle that I suggest an improvement—an angle due to circumstances over which the R.A.C. has no control. But for all that, the improvement is none the less desirable.

That Legal Average.

Have you noticed how all these R.A.C. tests are run at an average speed of just under 20 m.p.h.—generally about 19.6 m.p.h.?

Of course, it is our grandmotherly legislation which is at fault. Though every motorist in the kingdom exceeds the 20 m.p.h. mark every time he goes out—including the higher police officials, magistrates, and other law luminaries—that is still our legal maximum speed. Isn't it delightfully Gilbertian?

But because of the too-lazy-to-alter it inanity, the R.A.C. feels that it should not return the speed of an official test above the 20 m.p.h. mark.

And the feeling reflects every credit on the club. The strict adherence to that principle has undoubtedly been wise in the past.

But I venture to ask whether nowadays it is not pandering too much to susceptibilities which no longer exist? Are we not all becoming "motoringly" more sane in our old age?

Illegal Legality!

Having been so nice and polite to the R.A.C. so far, I think I may now raise one little point on the other side of the fence. Their precept and practice are not quite correlated!

If you return an average speed of 19.6 m.p.h. on any ordinary road trip, it is about ten million to one that you have had to exceed the 20 m.p.h. mark to do it. Am I right, sir?

Consequently, whilst the official R.A.C. speed returns look most "legally legal," we all know quite well that appearances are deceptive! Getting down to our "muttons," the might of the law is really broken on every occasion. And quite right, too!

I ask why the R.A.C. should not go a little farther—always maintaining a speed strictly in accord with the welfare of all road-users. Is it really necessary to give results at speeds which vary from normal practice?

Normal Speed Wanted.

Motor-cars are very temperamental affairs. And so are the drivers of motor-cars. The ordinary sane driver likes to average about 25 m.p.h. He often tells you that he does a good deal more, but normally he only thinks he does.

If the R.A.C. tests were run so as to return an average speed of 25 m.p.h. they would be of incalculably greater utility to every one concerned, more especially to the public.

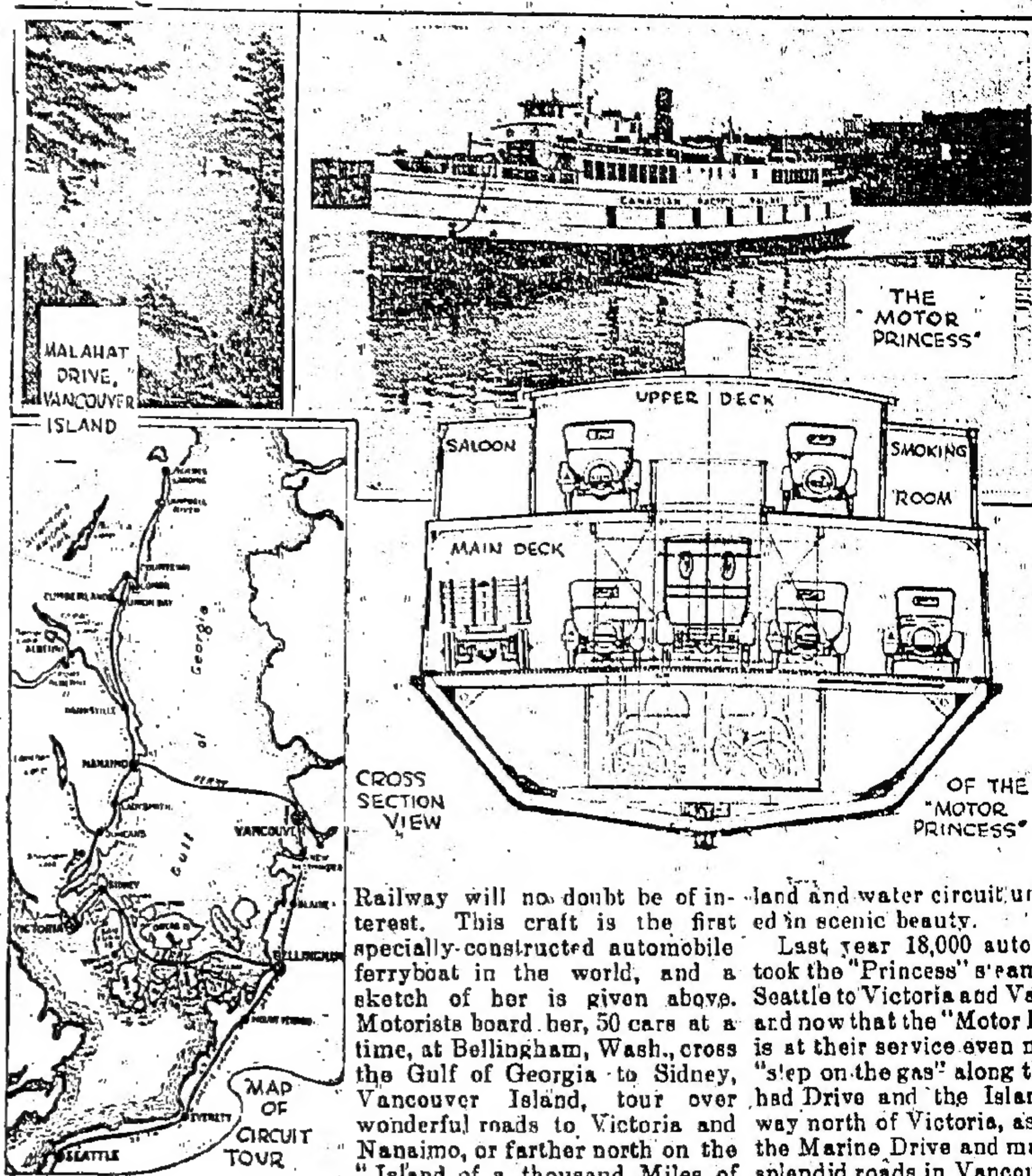
You treat a car too lightly when you only average 19 m.p.h. In fact, that is just about the speed at which the normal car is least likely to show trouble.

The object of R.A.C. tests should be to prove the worth of a car when driven in accordance with normal driving conditions. An average speed of under 20 m.p.h. is abnormal. Therefore such tests are robbed of their greatest utility.

It is a known fact that an average of 25 m.p.h. can be achieved on ordinary trips with complete safety. Has the time not arrived when we should have such trials?

MOTOR FERRY BOATS.

Take Fifty Cars at a Time.



In view of the fact that Hongkong is eventually to have larger ferry-boats plying to and from Kowloon which will be capable of carrying motor-cars, some particulars of the "Motor Princess," along the Pacific Highway to just built by the Canadian Pacific

Railway will no doubt be of interest. This craft is the first specially-constructed automobile ferryboat in the world, and a sketch of her is given above. Motorists board her, 50 cars at a time, at Bellingham, Wash., cross the Gulf of Georgia to Sidney, Vancouver Island, tour over wonderful roads to Victoria and Nanaimo, or farther north on the "Island of a thousand Miles of Wonderland." Returning to Nanaimo, they again cross the Gulf of Georgia on the "Charmers" or "Patricia," two ferryboats in regular service, to Vancouver, then speed back across the international boundary through Blaine's famous peace arch and along the Pacific Highway to Bellingham, having completed a

TUNING-UP CARS.

Hints to Owner Drivers.

A writer in a Home paper says he has had many enquiries by motor owners as to whether they, personally, could adapt any racing car "stunts" to their own cars, so as to gain in efficiency. He continues:—

Such a query is difficult to answer. It is a case of "Yes" and "No," with qualifications in regard, to both!

Generally speaking, the improvements and efficiency developments due to racing are matters for the car manufacturer and his drawing office staff. If, for example, you have side by side valves on your car it would "worry you some" to effect a conversion to large tulip type overhead valves.

And if by the exercise of much ingenuity you could make the change it might not prove advantageous, so many other things have to be considered at the same time.

How to "Hot Up" a Car.

As a general rule, the private car owner, however enthusiastic he may be, should leave structural alterations alone. A little knowledge may prove very dangerous in such matters.

But is there nothing he can do when suddenly consumed with the desire "to hot up" his car? Certainly there is—a veritable abundance of scope.

He must start by getting his engine in perfect tune; and there is not one in 10,000 which is, in normal circumstances. Unless your car is "one of the old brigade," it should always be possible "to hot it up" to a measure of efficiency exceeding its pristine capabilities.

How should we set about effecting such an improvement? Your activities are summed up by "careful tuning."

And can any ordinary motorist effect an improvement by "careful tuning"? Certainly he can, if he has any adaptability for car adjustment, and a knowledge of what he is out to achieve.

How and What to Tune.

From the standpoint of the average car driver who has a good general knowledge of motor matters, "tuning" refers chiefly to carburettor-adjustment, magneto timing, plug adjustment, valve setting, good decarbonisation,

well-fitting pistons and rings, freedom of the running parts, and high-grade lubricant.

There is nothing outrageously difficult in adjustment for any of these features. Let us consider them in turn.

For the best carburettor adjustment there is only one royal road to success—the hit and miss method. You must try various jet combinations until you hit on the best.

If you drop a line to the manufacturers of your carburettor they will give you a combination which should prove a good starting point. If you take your car round for adjustment they are generally more concerned with an "allround" setting; most people want petrol economy.

Cleaning the Engine.

So far as the magneto timing is concerned, the usual mechanic's phrase is as sound as it is vernacular: "Bung it up till it kicks." In King's English, give as much magneto advance as the engine will stand.

The plugs must be of good make, capable of standing the hotter spark due to a good magneto advance. Many ordinary engines have valve caps which invite an extra set of sparking plugs. Tap the valve caps, wire up a second set of plugs in series, and get the extra 10 per cent. of power which the addition will probably give you.

How much "hotting up" can be obtained from varying the valve setting depends upon the engine and camshaft design. You must write to the manufacturer about this.

But decarbonisation is well within your scope, especially if the engine has a detachable head. A dirty engine is never efficient.

A thorough cleaning of the pistons and combustion space area will greatly improve efficiency, and is essential if you are to obtain full advantage from an advanced magneto.

And if you also have well-fitting pistons and rings, in addition to the foregoing adjustments, you will find the running of your car is greatly improved.

An advertisement giving the latest prices of Ford cars and trucks arrived too late for insertion in this Supplement. It is therefore published on Page 4 of to-day's ordinary issue.

ODDS & END'S.

Disappeared.

Suddenly turning a corner in a country lane in a part of rural England recently, a motoring party came upon a forlorn-looking individual standing in the centre of the road, wearing dust coat and goggles and holding a cranking handle in his hand, intently gazing up into the foliage of a tree by the roadside. Out of sheer curiosity the tourist stopped and enquired what was the trouble. "Wall," replied the stranger, "you see I was just cranking up my silver when the darned thing flew off the handle and has got lodged up in that tree!"

"Home-Made" Machine's Success.

A machine ridden, designed and manufactured by one man has won the Isle of Man tourist trophy race for lightweight motorcycles—the most important contest for this class held in the British Isles. Over a 226½ miles course, abounding in hair-pin bends, J. A. Porter, a comparatively little-known motorcyclist, rode his bicycle through boisterous wind and heavy rain at an average speed of 52 miles an hour. Porter—a native of Edinburgh—has called his machine the New Gerrard. For the first lap of the race he established a new speed record. The side-car race, later in the day, was won by Dixon, on a Douglas, at 35 miles an hour.

A Good Sport.

Motorists and other sportsmen will learn with interest that Major Stenson Cooke, the well-known Secretary of the Automobile Association and Motor Union, London, has placed the seal upon his fencing successes by winning the British Amateur Fencing Championship, at Bertrands Fencing Academy, London. Cooke, who defeated all his opponents in the Pool, was placed second last year in the same Championship, and fourth the year previous. This was his eighth appearance in the Final Pool, ranging over the last twelve years. Cooke, who was in the British International Fencing Team at the Olympic Games in 1912, won the Officers Sabres at the Royal Tournament in 1897, and the Officers Fencing in 1902. He was second in the services Fencing Championship at the first Royal Tournament held after the war.

THIRD WEEK
BEGINS

MONDAY, 20th.

WHITEAWAYS

WONDERFUL
BARGAINS

IN ALL DEPTS.

GREAT SUMMER SALE



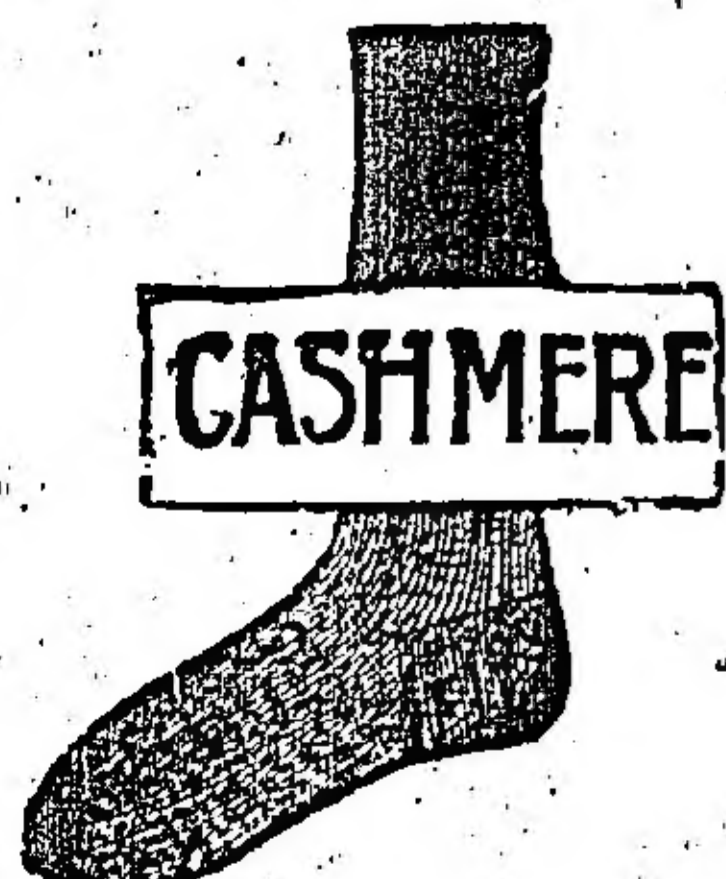
Heavy Turkish Bath Robe.
Colored Stripes. Collar
and Cuffs
SALE PRICE \$16.50



2,000 GENTS FULL END
TIES
Well assorted designs at
SALE PRICE \$1.50



White Twill Tennis Shirts
Will wash and wear well
SALE PRICE \$2.00



Men's White Cashmere
Socks Pair \$1.25 pair.
With Colored Clog \$1.75 pair.
LOWEST SALE PRICES.

Our Great Summer Sale is not "A Flash in the Pan" Like Most Sales.
It Lasts the Whole Month of August and the Reductions are Genuine
and Generous. Do not Miss the Opportunity.

COME AND SEE FOR YOURSELF
"IT'S VALUE THAT COUNTS,"

600 Boxes
GLYCERINE TOILET SOAP
Assorted Perfumes
3 Cakes in Box
SALE PRICE 45 CTS. BOX

1,000 only
**GENT'S FANCY
WASHING TIES**
Good length. Fast Colour
Wash well.
SALE PRICE
3 per \$1.20 1200

1,200 MAVIS SHAVING
STICKS
Equal to the very best soap.
SALE PRICE
20 cts. stick
Worth 40 cts.

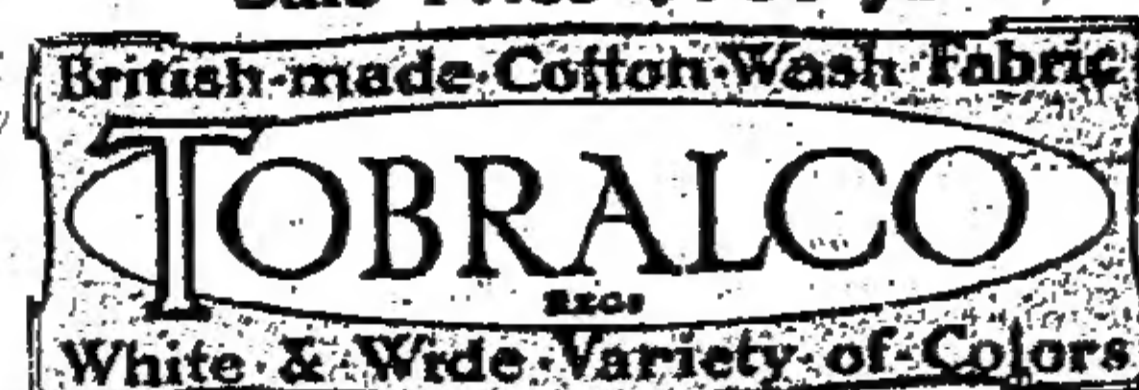
**WHITE
CHINA
PUDDING
BOWLS**
35 cts, 40 cts, 50 cts,
75 cts., 90 cts.
SALE PRICES
30, 35, 45, 70 & 80

200 Boxes
CRACKERS
MUST BE CLEARED
to
MAKE ROOM FOR
NEW STOCK.
at
**HALF
PRICE**



Dainty Summer Materials
Original pattern and tone.
SPECIALLY HEAVY REDUCTIONS
IN
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Poplins, Voiles, Drills, Etc.
CALL AND INSPECT.

**TOOTAL'S
PIQUE**
1500 YDS. OF TOOTAL'S PIQUE
in white and colours. Usual Price \$2.95
Sale Price \$1.50 yd.



2,700 yds of this Popular Material to be cleared at
90 cts. yd.



SUNSHADES & UMBRELLAS.
A lot of useful Umbrellas and Sunshades to be
cleared cheap.



200 READY-TO-WEAR HATS
to be cleared
at
HALF & QUARTER PRICE.

1,000
**Turner Linen
Writing Pads**
in
White or Blue
100 Sheets in Pad
SALE PRICE
\$1.00 PAD.

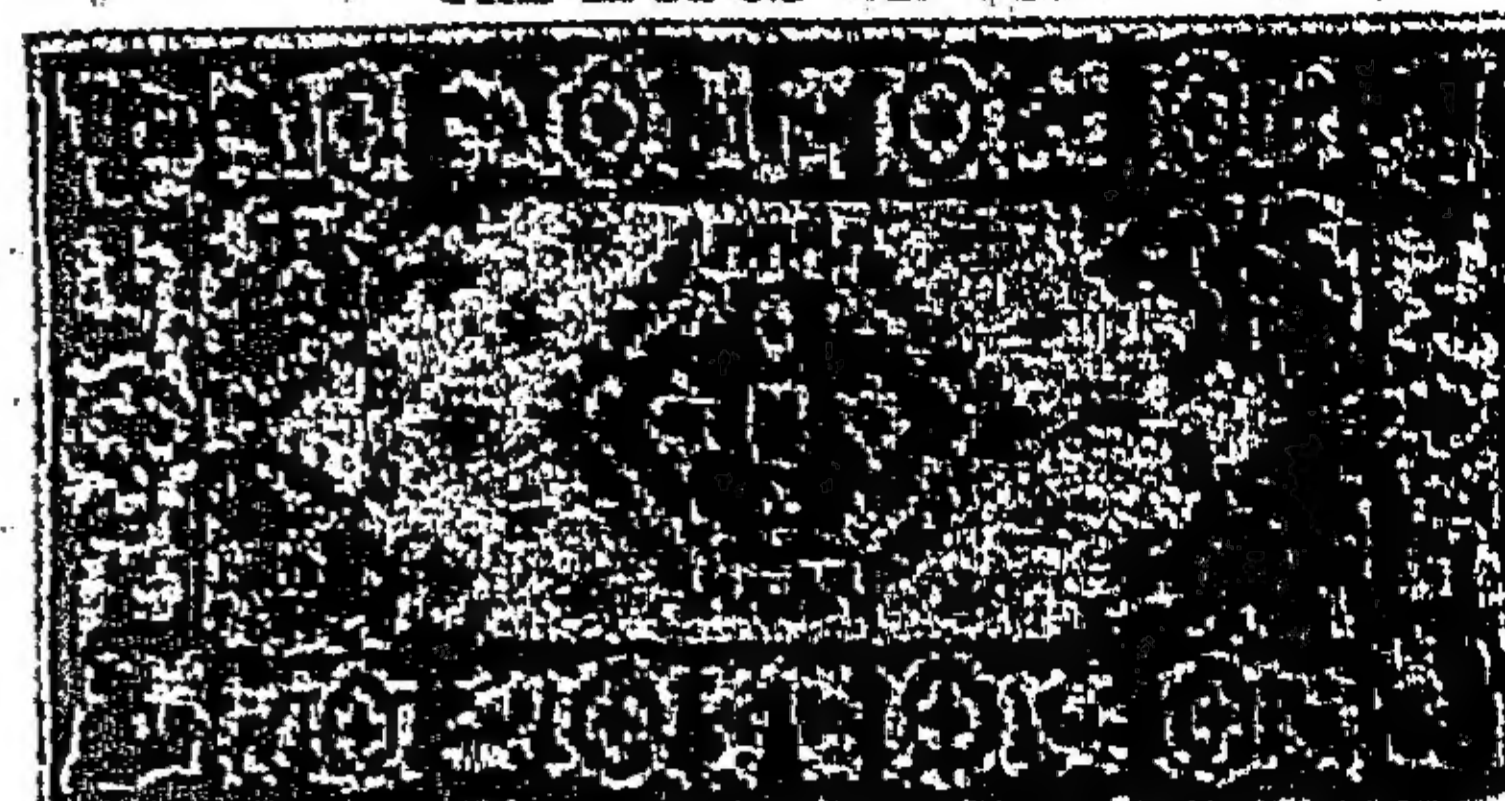
150 only
BRIAR PIPES
VARIOUS SHAPES
Usual Price \$1.95 & \$1.50
SPECIAL
SALE PRICE
\$1.00 each.

200 Doz.
**Knight's
Toilet Soap**
ASSORTED PERFUMES
SPECIAL
SALE PRICE
\$0.75 cts
doz

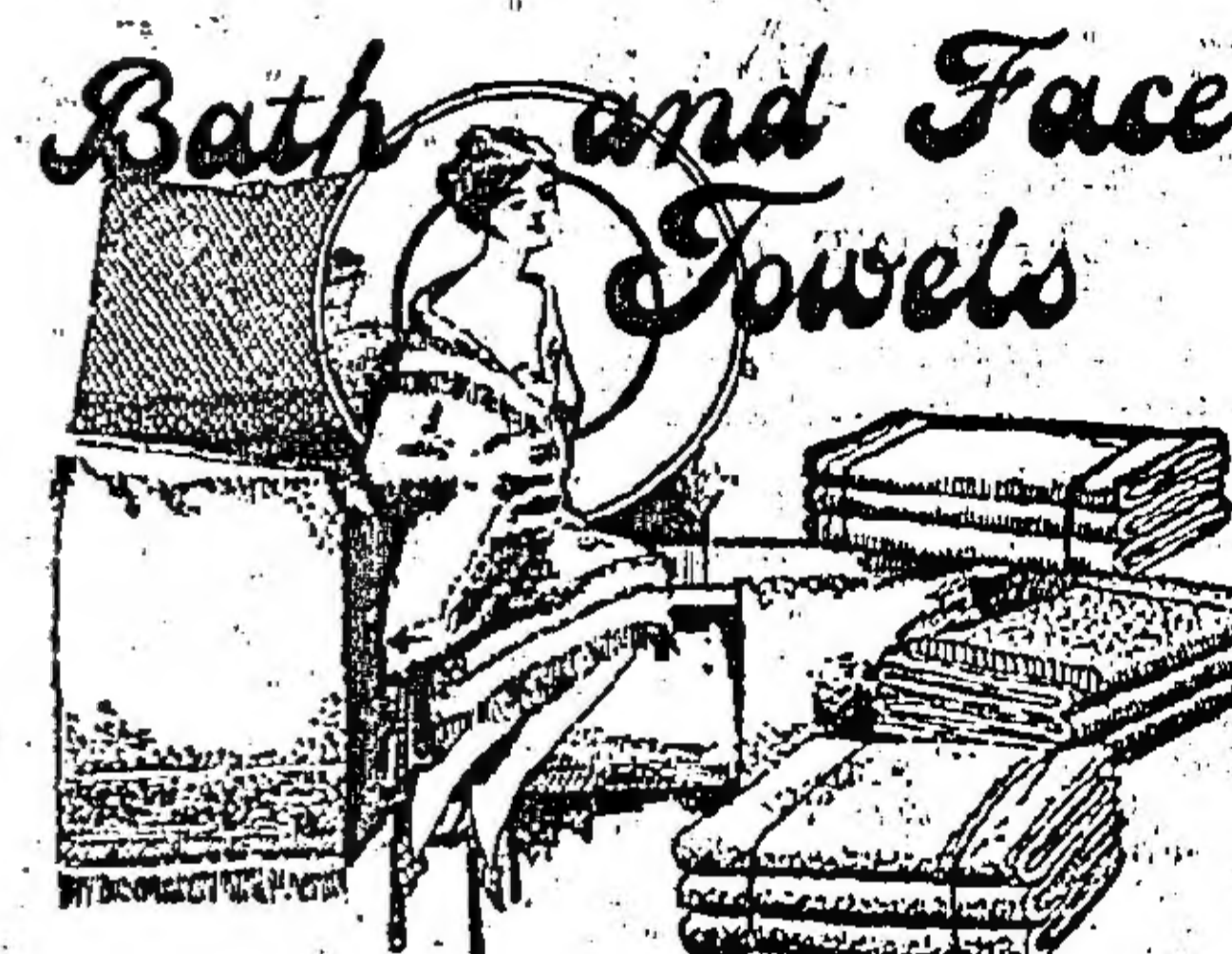
30 Doz.
**WHITE THREAD
HOSE**
A good hard wearing Pair Hose
9 3/4 and 10 inch.
SALE PRICE
\$1.50 Pair.

150 only
**LADIES' RIBBED
COTTON VESTS**
Open Style
Sizes 36 and 40 inch
Sale Prices
\$1.00 & \$1.25 each.

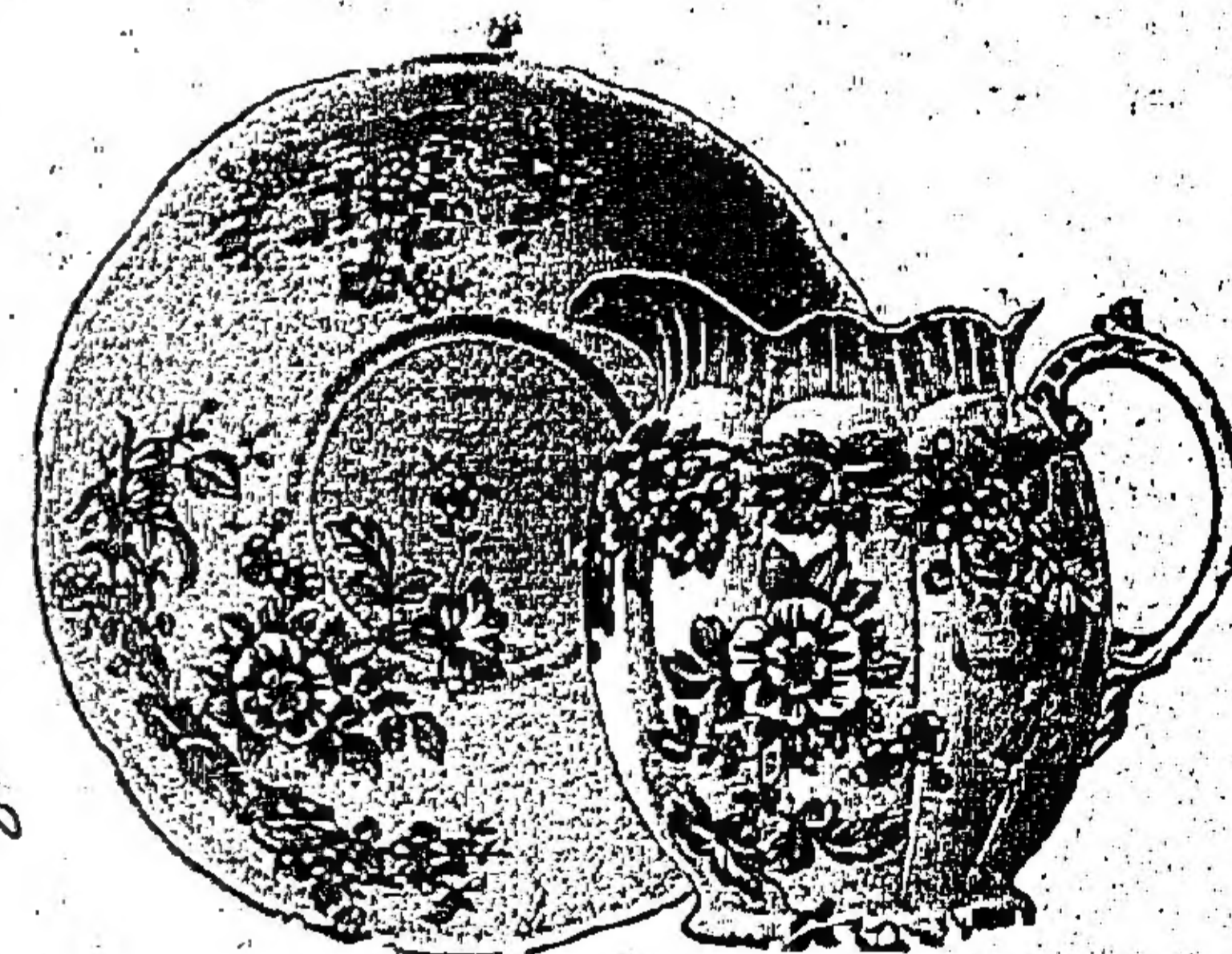
THE "BAGDAD" RUG.



THE "BAGDAD" FLOOR RUG
WELL MADE IN GOOD COLOURINGS
AND DESIGNS
Special Price \$3.95 each.



100 doz. **TURKISH FACE AND BATH TOWELS.**
Size 24 by 43 inch
Sale Price \$1.00 each.



50 CHINA TOILET SETS
ASSORTED FLORAL DESIGNS.
SALE PRICES \$18.50 & \$19.50 each.

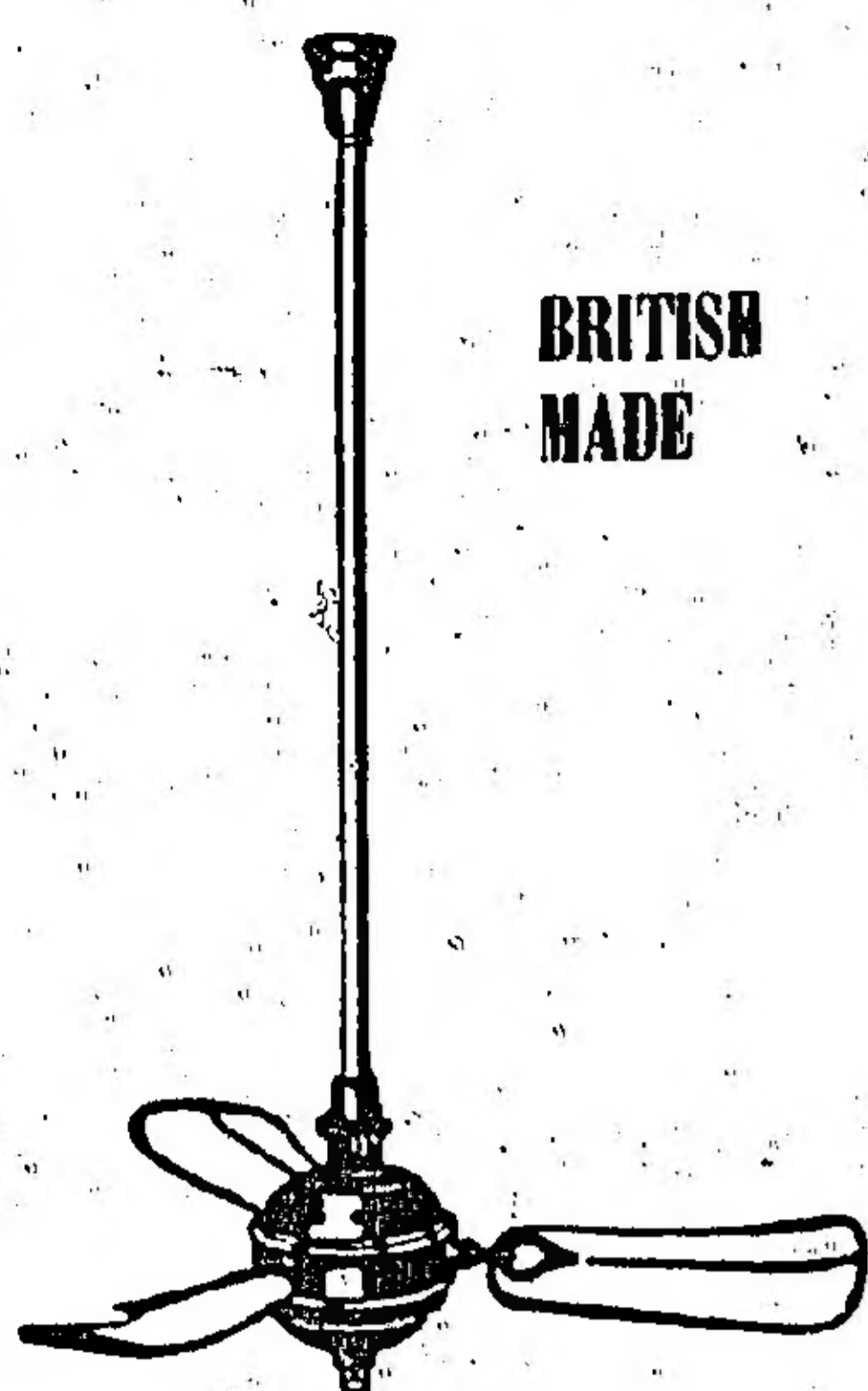


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SPECIAL REDUCTIONS
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THE SALE WITH THE CREATEST BARGAINS.

"KINGSWAY"

CEILING FANS



BRITISH
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THE THREE CURVED BLADES GIVE MAXIMUM DISTRIBUTION OF AIR COMBINED WITH ABSOLUTE SILENCE.

COMPETITIVE PRICE.

STOCKS HELD SUITABLE FOR USE IN HONGKONG & KOWLOON.

THE
GENERAL ELECTRIC CO.

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QUEENS BUILDINGS.

TELEPHONE CENTRAL 518.

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The KING of Water Paints

Its Sanitary, washable, and high disinfecting qualities make it the ideal wall covering for your home or office. Handled by all Contractors and Painters. Write for our Brochure on "How to decorate your Home" to

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RADIO NOTES AND NEWS.

The Humorous Side of Wireless.



We have not begun to appreciate the value of radio to humanity.

Far from it, radio hasn't even got out of its experimental stage.

Yet, so fast have tests with this new science advanced, the predictions may already be made of the future of wireless.

A study of the wonders of this science leads one to some weird ideas of what its future holds for humanity. The surprises it has given us, the distances covered, the obstacles penetrated and the problems solved have placed this first among the helpful sciences known to man.

Boon as it may prove to be in many cases, however, it can be foreseen as a burbear in others.

For instance, radio may be brought to bear in the solution of many riddles which as yet have remained unsolved. But when it is made applicable for this purpose, it will also open up a means for spoiling some pet entertainments and diversions of mankind.

What brings about this thought is the fact that radio seems to

cover the range of wave length which, when finally dissected and catalogued, might join the material to the spiritual, the known to the unknown. From a fraction of a meter to the millions, various active phenomena of nature are set down by scientists as mere etheral manifestations in wave lengths.

Sound, sight, colour and other senses known to man have already been catalogued as being members of one family of etheral origin, each of a different range of wave lengths.

Radio, too, is placed in the same family, and below the short and fast waves of wireless, scientists are delving into the mysteries of the spiritual. Perhaps, in a few years, or less, the problem of the hereafter will be solved for us by radio.

Thus also may such perplexing problems as evolution, the fourth dimension and sex itself at last be explained. When they are, it will be then that radio will be considered the greatest boon to humanity.

But when that comes, then will come gloom for the individual human being. Radio, seeing into the past and future, as easily as in the present will seek out the falsities of humanity and vaunt them where they aren't wanted.

Diplomacy will die then. For this will have to be a world of truth alone. Radio used for the purpose, will seek out the prevaricator by reading his mind and notifying the listener.

Thus will lovers always croon mushy truths, instead of falsehoods, into one another's ears. Thus will little Johnny, after a dip into the old swimmin' pool own up to his deed, when his mother asks him to explain how his clothes got so wet. For mother will be wearing a radio outfit that will tell her whether the boy is lying.

In fact, radio may go even further. It might be developed to the point of telling exactly what is in a person's mind. Reading the subconscious thoughts of humanity will be easy after the problem to the spiritual is solved. And if isn't too much to expect radio engineers to do this.

Gossip will die, then. For everyone will know what the other thinks—with the aid of radio.

And when that becomes possible—what a peaceful world this will be! For, hindered from incurring anger with others, we shall all think wholesome thoughts and do helpful deeds only. Evil will be anticipated—and good expected.

What a wonderful boon is radio!

Wireless in Germany.

At the first meeting of a new Radio Club in Germany Dr. E. Nesper delivered an address drawing attention to what is being done abroad in the way of broadcasting, and discussing the possibility of a German organization avoiding any prejudice to the official, State controlled radio service. While the postal department at length seems to be willing to let out ready-made receiver sets on hire, what the amateur wants is a station fitted up and altered by himself to suit his personal wishes and ideas. Dr. B. Loewe, in a subsequent lecture, showed to what enormous and over-increasing extent other were profiting by amateur radio, and what an important part some leading men were playing in this connection. At the last meeting,

BASEBALL POINTS.

More Questions Answered.

QUESTIONS.

One—If a ball batten down the foul line, strikes either third or first base, and immediately goes into foul territory, is it fair or foul?

Two—How does an umpire determine what is an infield fly?

Three—Does an umpire at any time give consideration as to whether or not an interference is intentional?

Four—What was the rule adopted to help prevent the intentional pass and was it successful?

Five—If the batsman hits a ball over the fence should the runner be declared out if the catcher put him on the back as he rounds third? How is the coaching rule at third interpreted?

ANSWERS

One—The moment a batted ball strikes first or third it becomes a fair ball, regardless of how far foul it may then go.

Two—It is merely a matter of opinion or judgment. Any ball which the umpire believes can be handled by an infield fly when he so calls it.

Three—The umpire can never give consideration to the intent on an interference play. If it happens, he must call it.

Four—The rule adopted relative to the intentional pass was that the leaving of his position by the catcher, before the ball left the pitcher's hand, entitled all runners to advance one base. It was of no help.

Five—No attention should be paid to the act of the catcher when the batsman hits a ball over the fence. The thought of the rule is not to pay any attention to the act of the catcher unless a play is being made on the runner.

"FUSILLIER."

An Army Order states that in future a private soldier of the Cavalry of the Line will be designated "Trooper," and a private of the Foot Guards, "Guardsmen." Similarly it is laid down that a private of a fusilier regiment will now be described as "Fusilier," and of a rifle regiment, "Rifleman." The only real change effected by this Army Order is the introduction of the term "Fusilier." The term "Guardsmen" already has a local customary use. "Trooper" and "Rifleman" have long been in use throughout the Service, and this custom now receives full official recognition.

Mr. Platz gave an historical account of the development of radio, dwelling at some length on the merits of those experimenters whose work made the construction of small receiving stations possible. A diminutive loop antenna, presented by the speaker enabled the productions of the London Grand Opera to be listened to. The end to be attained in Germany was to make radio as popular as it is abroad, thus enabling its educational possibilities to be taken advantage of, especially with a view to the spreading of knowledge in science and engineering.

Wireless Telephony Made Private.

A radio enthusiast in New York writes that a new invention in wireless telephony makes it possible to hold private conversation, and has been perfected by the engineers of the Bell Telephone system, and is already working over a thirty-mile stretch of ocean.

Wireless on Trains.

After a long series of experiments a successful installation has been fitted up in the Paris-Bordeaux express, thus enabling the passengers to hear the concerts and news transmitted from the Eiffel Tower Station.

"Whip" by Wireless.

A Party of M.P.'s paid a visit to the Marconi stations at Brantwood and Ongar the other day, and during the luncheon a message was received from the Chief Unionist Whip: "You are all expected back at the House of Commons at 3.30, when an important division will take place."

The reply was brief and to the point: "Coming, confound you—Gretton, Dyle and Company."

New York to Rome.

Direct radio communication between Rome, Italy, and New York is promised, with the establishment of a new high-powered station at Coltano, Italy. At present traffic is handled through Berlin, Paris or London.



COMPLETE SETS OR PARTS

ALL MATERIALS IN STOCK INCLUDING HEAD SETS "A" AND "B" BATTERIES.

COMPLETE SET OF PARTS TO MAKE UP A THREE VALVE SET, ALL IN ONE CABINET

NEAT — COMPACT — RELIABLE

PRICES MODERATE FOR HIGH CLASS EQUIPMENT OFFERED

SHEWAN TOMES & Co.

TEL. 781.

TO LOOK LIKE A WINNER & FEEL LIKE A VICTOR, GO INTO THE GAME WITH FRESH LINEN.

WE LAUNDER AND DRY-CLEAN SPORTS CLOTHES IN A WAY THAT RETAINS ALL THEIR ORIGINAL

SMARTNESS

NO RISK OF SCORCH ON YOUR GABARDINE CLOTHES OR FLANNELS.



STEAM LAUNDRY CO.

HEAD OFFICE & WORKS, YAUMATI, Tel. K.32

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HONGKONG DEPOT, ... 62, Praya East.

KOWLOON DEPOT, ... 19, Canton Road.

CANTON, ... 19, Sharki Central, East.

Write or Phone for price list.

A FAMOUS CANADIAN BEER

U.B.C. (LION BRAND)

There was a young man of Amoy

Who went into the bar and said "Boy"

"If there's no Lion Beer

There'll be murder, I fear"

But the boy said "Have got" Shrieks of joy!!

Sole Distributors

COLONIAL COMMERCIAL

CO., LTD.

19, Queen's Road, Central.



THE HUMAN ZOO

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DOMESTIC SCIENCE

"These here scientists has succeeded in perducin' artificial lightning."

"Thas nuthin'." My ol' woman can perduce a complete storm."

Foamite Firefoam

IF YOUR HOME

IS TO BE EFFECTIVELY PROTECTED AGAINST FIRE YOU MUST ADOPT THE WORLD'S BEST FIRE EXTINGUISHER; AND THAT UNDOUBTEDLY

IS

FOAMITE—FIREFOAM. YOU CANNOT AFFORD TO RUN THE RISK OF DEATH, LEST ALTHAT YOU PRIZE AND CHERISH BE—

DESTROYED BY FIRE

FOAMITE-FIREFOAM

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THE UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

2, Queen's Bldgs. Tel. 236



BRITISH MOTOR NOTES.

Specially Written by the R.A.C. Correspondent.

The Royal Automobile Club has recently held some very exhaustive tests of devices intended to prevent the splashing of mud from cars and particularly from public service and commercial vehicles. From one point of view these tests were successful, but from another they unfortunately proved a failure. They were distinctly useful inasmuch as not less than thirty-six devices were tested, these embodying practically every idea solving the problem. The failure may be summed up in two sentences from the Judges' Report:—

"The Judges after careful consideration do not recommend any award in either class. They have come to this decision because in their opinion the devices failed in the first essential of a mud-splash guard; that is to say, no device reduced the amount of mud splashing to a negligible quantity."

Further, many of the devices proved as less as permanent fittings, since they were strained, damaged or otherwise put out of action when brought into contact with a kerb. The trials have simply served the useful purpose of proving that it would be futile for any national or local authority to insist upon the fitting of mud-splash guards on buses or other vehicles since they would merely be putting up the cost of operation without effecting their purpose.

Flexible Six-Wheelers.

Very great attention is now being given in Great Britain to the production and use of six-wheeled vehicles of the flexible type. The British pioneer of this development was the Scammell, but there are now several other manufacturers competing in the same field. The vehicle consists essentially of a four-wheeled tractor with a powerful engine and a two-wheeled trailer attached to the power vehicle by a turntable and universal joints over the driving axle. The first and most obvious advantage of the system is that it allows larger loads to be carried without the weight on any axle exceeding the limit which it is necessary to impose in order to protect the roads from unfairly heavy use. Moreover, the vehicle being flexible instead of rigid, greater overall length can be permitted with safety, even on narrow and winding roads. A consequence of this is that a larger percentage of the total length remains available for useful load. The system therefore commends itself to traders who wish to convey loads of a very bulky character. As compared with an ordinary tractor and trailer, it has the great advantage that a large proportion of the load rests over and helps to secure adhesion of the driving wheels. Consequently the tractor portion does not have to be made unduly heavy merely for the sake of getting sufficient adhesion on steep gradients or under bad road conditions.

The system has been proved successful in practice and it is bound to become increasingly popular wherever very heavy or bulky loads have to be transported. The most that can be said against it—and the point is not one of supreme importance—is that the flexible six-wheeler is less easy to manoeuvre accurately in reverse than the ordinary four-wheeler.

Export Prices of British Cars.

Overseas motorists are often worried by the big difference between the price of a car in their own country and the price of the same car in England. Some difference is, of course, unavoidable and, if import duties are large, the increase in price must necessarily be considerable. In any case we have to consider the cost of freight and insurance. British manufacturers are, however, realising that, in order to regain the Overseas markets, very special inducements must be offered and an excellent example of progressive policy in this respect is that of the Austin Company, who are now quoting prices for delivery at the chief ports of South Africa, Australia, New Zealand and India, closely corresponding to the ordinary home prices. Thus, for example, the "Austin Twenty" 5-seater touring car, which is

priced at home at £695, is delivered at ports in most of the countries named at the same price and in no case is the price at any important port in any of these countries more than £710. This policy involves an apparently obvious sacrifice of profits, but when we realise that by offering such inducements, output may be considerably increased and the overhead charges of each car correspondingly diminished, we see that a development represents sound commercial policy and not merely philanthropy.

A New Light Car.

Among the quite new British small cars the "Gwynne Eight," marketed by the Service Motor Company, has a practical advantage inasmuch as, before being manufactured in Great Britain, a thousand cars of the same design were constructed and put into service in Spain, where many road surfaces are by no means good and gradients are often very severe. The engine of this car has completely enclosed overhead valve gear and is suspended at three points. The rear box, instead of being carried direct from frame, forms the forward portion of the propeller shaft casing, two universal joints being interposed between the gear box and the inverted cone clutch. An advantage of the method is that the universal joints have only to transmit the torque of the engine, instead of bearing the more severe torque accompanying the slower rate of rotation of any shaft between the gear box and the road wheel. This is one of the new numerous British cars in which both sets of brakes act direct upon the drums of the rear wheel hubs. The home price of the car with complete electric starting and lighting outfit is only 298 guineas.

Light Car or Sidecar Combination?

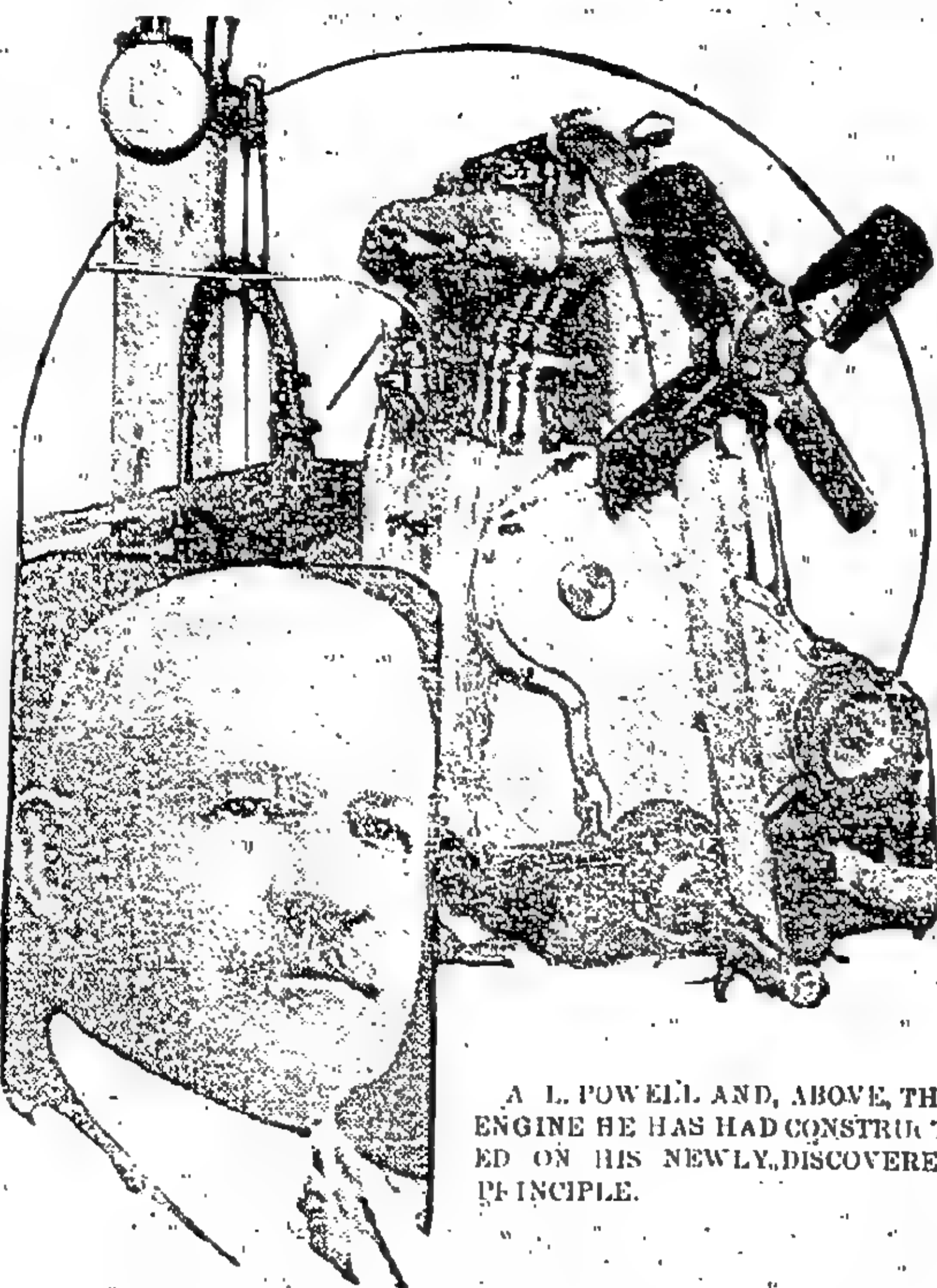
During last season there was a spirited controversy as to whether the low priced light car would eventually supplant the motor cycle and sidecar combination. At that time the price of many of the latter were somewhat high. In addition, it is correctly argued that the driver of the light car has advantage in respect of weather protection. On the other hand, operating costs with a good sidecar combination are extremely low and very high average speeds can be maintained. However, matters of this kind can only be settled by facts and not by arguments and in this connection Messrs. A. J. Stevens, the makers of the A. J. S. motor cycles, which have distinguished themselves so highly in many representative competitions, tell me that they find no falling off of business in sidecar combinations. In fact, the prospects for the coming season are particularly good. The 7 h.p. A. J. S. combination sells ready for the road in Great Britain at £152.10.0. Motor cyclists in Australasia and South Africa will be interested to know the T.T. model of this make—an exact replica of the successful winner of four successive Junior Tourist Trophy Races—will shortly be available in those countries.

Annual Change of Model Abandoned.

It is sometimes suggested that British car prices are unnecessarily inflated by the practice of producing new models for each season and lately many of the high class motor manufacturers have altered their policy in this respect. For example, the Napier car undergoes only occasional modifications in detail and the Sunbeam Motor Company have now announced that their future production will be in series with no regard to the old idea of showing something new at every annual motor exhibition. It is anticipated that future changes in the Sunbeam models will be in details only. The range includes the 14 h.p. 4-cylinder chassis, the 16-40 h.p. 4-cylinder chassis and the 24 h.p. 6-cylinder chassis. The home chassis prices with tyres are respectively £535, £700 and £960. In the last additional £250.0. is charged for a chassis intended to be fitted with a closed body.

LESS FUEL: MORE POWER.

Inventor's Claim for New Engine.



A. L. POWELL AND, ABOVE, THE ENGINE HE HAS HAD CONSTRUCTED ON HIS NEWLY-DISCOVERED PRINCIPLE.

Future motorists may have cause to thank Mr. A. L. Powell, of Washington, for the greater mileage they will get from a smaller amount of fuel. For the last seven years, Mr. Powell has been directing the construction of models and perfecting patents on his invention. Final tests have given him confidence enough to proclaim his idea to the motoring world.

As a matter of fact, Mr. Powell's is not so much an invention as the discovery of a principle which he is applying to the internal combustion engine, and to steam, electric and water motors. He has had an engine built on his newly discovered principle and it has produced such gratifying results that Mr. Powell has decided his idea is ready for commercial use.

Long at It.

Fifteen years ago, Mr. Powell first became interested in the automotive engine. He had been hiring a man to drive him around through Montana and California, while he sold jewelry and life insurance. Engine trouble was frequent in those days, and this gave him the opportunity of pottering about the machine and helping restore it to running order.

This started Mr. Powell on his automotive studies. He took up engineering on the side and after he had discovered the principle of his new engine and built the engine to fit, he took up patent law, so he may be assured of full coverage on his discovery.

Mr. Powell made his discovery in his search for greater power—the goal of many an automotive engineer. He thought of the use of a longer piston stroke, but that meant greater crank throw, and a relatively larger dead arc, where the force of the piston reaches its limit and the engine is practically at a standstill. This disadvantage was so great that there has been a tendency in some cases to shorten the piston stroke and

reduce the crank throw. But Mr. Powell has found a way out, he maintains. Upon his discovery he has been able to build an engine, with double the conventional piston stroke, but the same crank throw!

Advantages.

As a result, Mr. Powell claims these advantages for his engine: 1. Conventional engine produces 32 horsepower per 1000 R. P. M. Tests of his engine have shown 33 to 37 horsepower at 510 R. P. M.

2. Fuel consumption may be reduced approximately 70 per cent. at 25 to 30 horsepower.

3. Thermal efficiency of the gas is increased and applied to work; instead of being lost through the exhaust.

4. Lubrication is reduced, due to lessened load on the moving parts, because of much slower revolutions under ordinary conditions.

5. Exhaust takes place at almost atmospheric pressure, making use of the muffler unnecessary, reducing absorption of power by the demands of auxiliary cooling and lessening carbonization.

Saving in Upkeep.

6. Friction is reduced because of reduced pressure on moving parts.

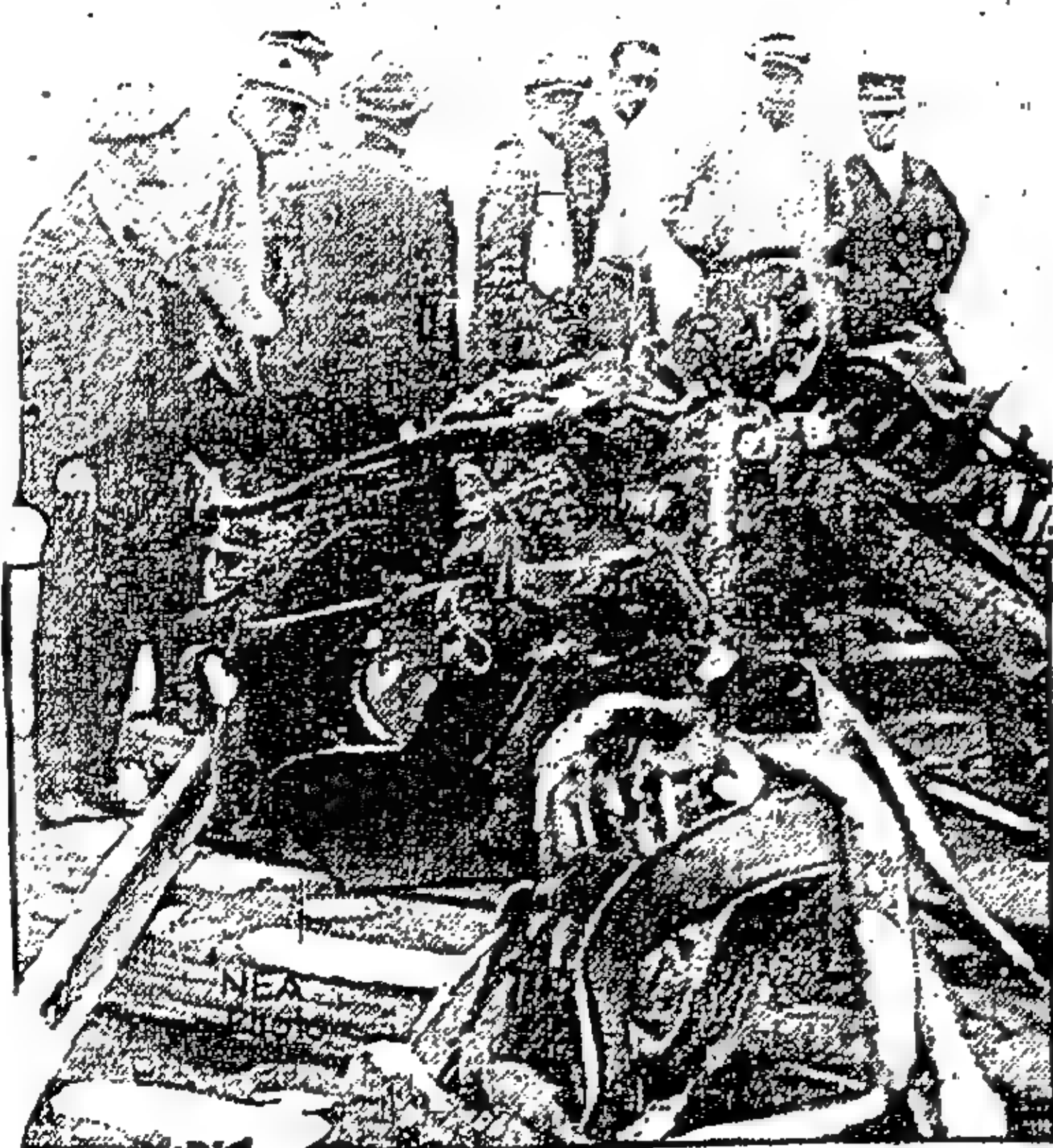
7. Gross weight per horsepower is reduced approximately one-fourth.

8. Vibration is reduced because of elimination of the dead arc and slower moving parts on a slower motor.

9. Upkeep is reduced because of less strain on the moving parts, besides less vibration and less friction.

Negotiations have already been started with some tractor and truck manufacturers for manufacture and use of the Powell engine. But Mr. Powell is planning further to reduce the size of the whole engine, for four and six cylinder-passenger car use.

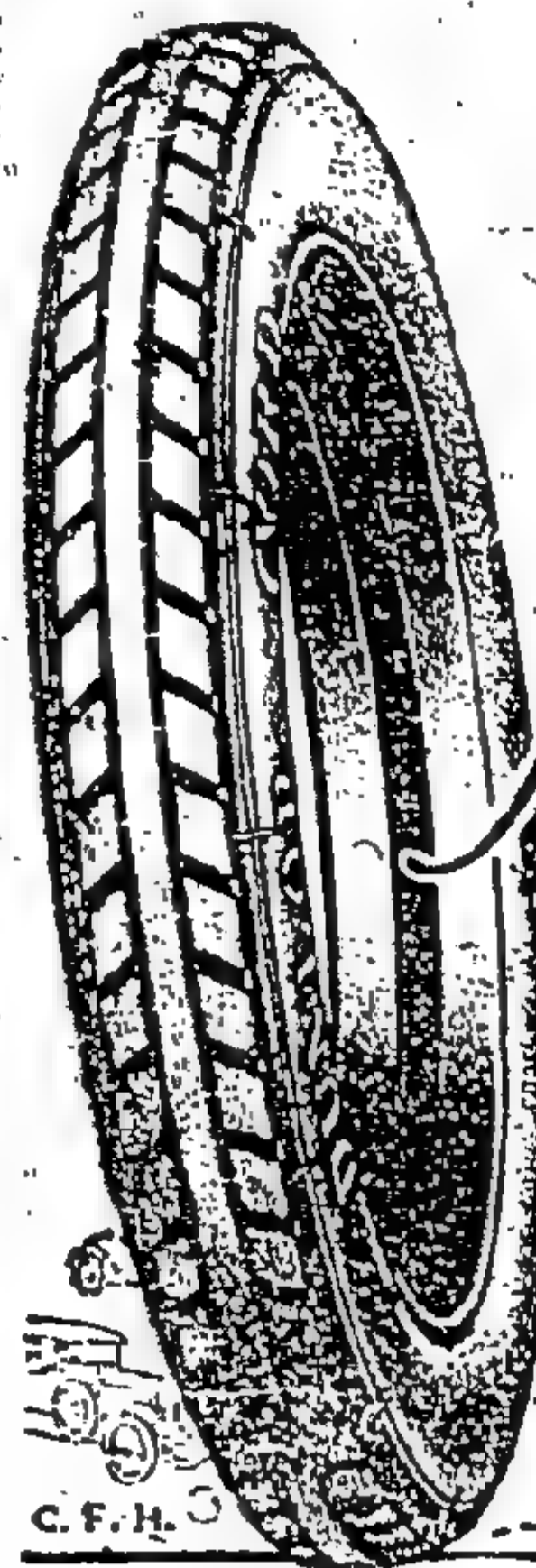
A NASTY SMASH-UP.



This tangled mass of wreckage was once a motor car. It was run into by an electric train at Los Angeles, two occupants being killed.

DUNLOP

THE FINEST CORD TYRE IN THE WORLD.

WE MADE THE FIRST PNEUMATIC TYRE.
WE ARE TO-DAY MAKING THE BEST CORD.fit Dunlop
and be satisfiedALL
DUNLOP CORDS
ARE
oversizeObtainable from stocks
carried by J. Gibbs & Co.
Alexandra Building.
Phone C. 794—and on
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Garages.

DUNLOP

RUBBER CO. (CHINA), LTD.

Founders throughout the World
of the Pneumatic Tyre Industry.1A, Chater Rd., P.O. Box 478
HONGKONG

A NEW IDEA.

Motor Fuel from Tar Sands.

Mr. W. P. Hinton, formerly vice-president of the Grand Trunk Pacific Railway, is now preparing, says a correspondent of *The Times*, to ship the initial unit of the first plant to extract motor fuel from tar sands, into the great tar sand area at Fort McMurray, Canada, some three hundred miles north of Edmonton.

These tar sand deposits are of immense depth and area, and rival in extent, the famous deposits of Trinidad. Already many engineers and experimenters have leased claims, and have shipped car loads of the sands for testing purposes.

The machinery that is being sent north is capable of extracting 250 barrels of crude oil daily. Of this, 27 per cent. will be high-grade motor spirit; 27 per cent. paraffin oil, and the balance lubricating oil of good quality, and asphalt of the finest type.

The oil is to be extracted from the sands by distillation, after which it will pass through a refinery, where the products may be refined to any required gravity. The asphalt base will be sold to Canadian paint manufacturers, who are at present using asphalt of a much inferior grade.

The University of Alberta has been for some time experimenting with asphalt extracted from the tar sands, with a view to using it upon provincial roads. Much progress has been made in this direction, and it is hoped to find a combination of asphalt with gravel, which will give a perfect road surface.

The production of motor spirit and lubricating oil from the tar sands may develop into a large industry in the near future. At the present time nearly all motor fuel used in Alberta is imported from the United States by the Imperial Oil Company, a Canadian subsidiary of the Standard Oil Company. The one exception is motor fuel extracted from wet gas found in a well at Okotoks, in Southern Alberta, though the Imperial Oil Company has, at Fort Norman, in the extreme north of the province, an oil well which is capable of yielding 250 barrels per day of high-grade oil.

STUDEBAKER SALES.

A Quarter's Record.

According to a report of the Studebaker Corporation, sales of Studebaker cars for the first three months of 1913 were 38,211 cars as against 22,801 cars in the same period of 1912, an increase of 67.5 per cent.

These figures indicate that Studebaker bids fair to establish another sales record in 1913. The steady increase in Studebaker sales has been the subject of much comment in the automobile world. 1911 (a year in which automobile sales as a whole decreased 45 per cent) saw Studebaker sales increase 29 per cent. This record was followed by a 65 per cent increase in 1912 sales, which amounted to 110,249 cars valued at \$130,000,000 (\$25,716,000).

THORNYCROFT

COMMERCIAL VEHICLES

FOR ALL PURPOSES

FOR PRICES AND SPECIFICATIONS

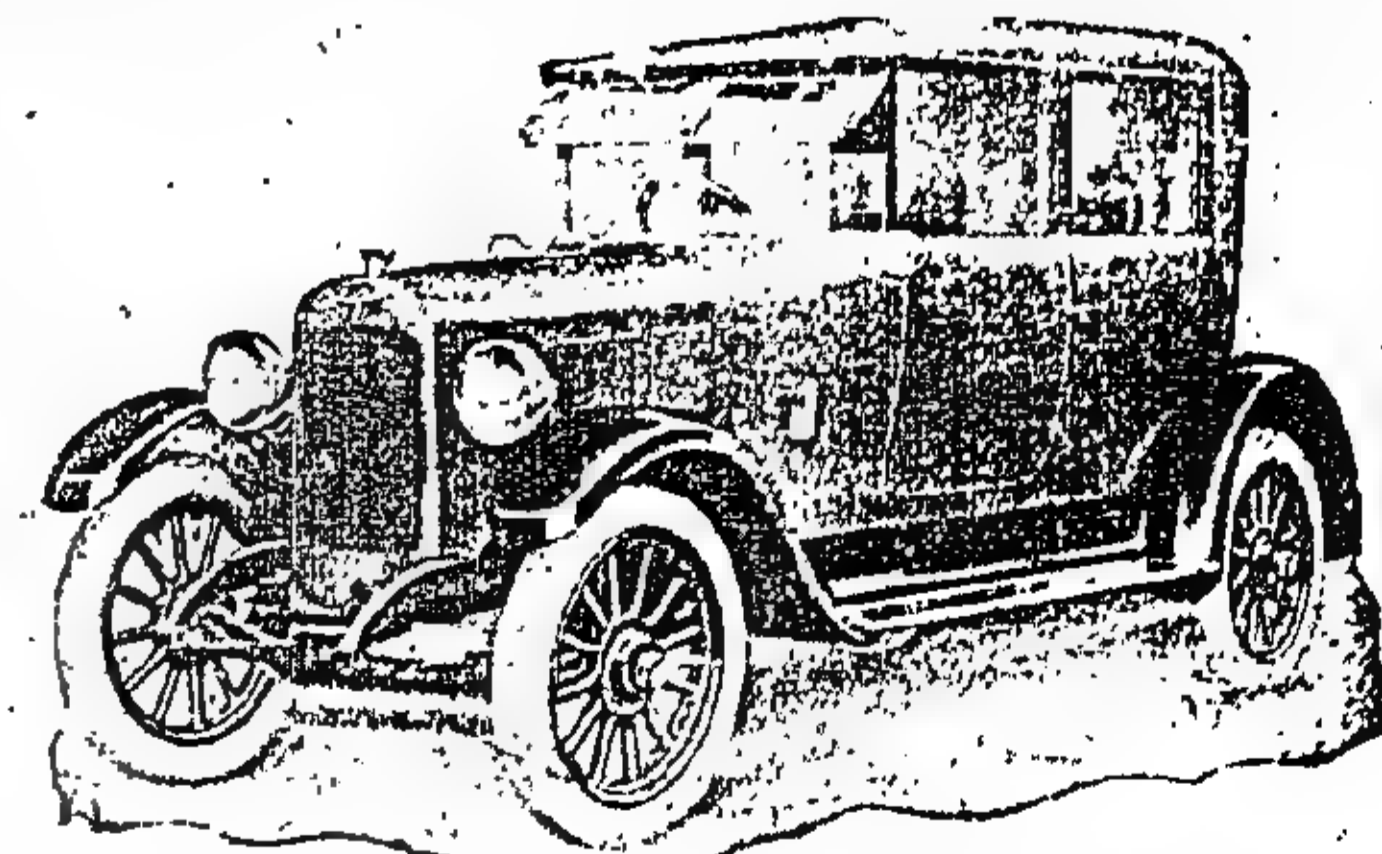
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HONGKONG HOTEL GARAGE

SHOWROOM PEDDER ST.

FOR PROVED ECONOMY
& RELIABILITY

TEL. 32. HONGKONG HOTEL COY. LTD. TEL. 32.



BRITISH CARS.

By special arrangement with The Austin Motor Car Co., Ltd., we are now able to supply AUSTIN Twelve and Twenty Horse Power Cars in Hongkong, all charges paid, at the English-Factory List Prices.

Immediate delivery can be given on 20 H. P. Touring Models.

Prompt shipment on all other models.

Catalogues can be obtained from

SOLE AGENTS

Alex. Ross & Company
(China), Limited.

BANK OF CHINA BUILDING, DUDDELL STREET.

Telephone Central 2487

FORD and LINCOLN

CABLE FOR SECOND SHIPMENT of

FORDS

SENT ON TUESDAY LAST.
As stated in the S. C. M. P. Saturday last

Some Guy called me down the other day for boosting the Ford instead of

BRITISH CARS

He sat up and took notice when I told him that the Ford Motor Company were the largest manufacturers of automobiles in the

BRITISH EMPIRE

Place your orders for—

FORD or LINCOLN

Automobiles now because I am booking orders for the next cable.

ANDREW HARPER

No. 2 Queen's Road, Central.
Entrance Duddell St.

FORD and LINCOLN

THE MOTOR BUS ERA.

How the Public is Served.

INTER-CITY SERVICE

FOR PARKS AND SIGHT-SEEING

WHITE MODEL 50 BUS FOR DE LUXE TOURS

TO SCHOOL BY MOTOR BUS

FOR ELECTRIC LINES

Fourteen million passengers were carried in motor buses operating in the State of California during 1922. This figure, staggering in itself, is but an indication of the tremendous strides made in bus transportation during the last few years, bringing the passenger carrying bus into full partnership with the nation's leading transportation facilities. Following closely in the footsteps of California, buses operating in Ohio last year carried nearly 12,000,000 passengers while bus lines operating in Minnesota report 10,000,000 people carried over a like period. Records of bus transportation in other states would reveal figures of equal magnitude. The year 1923 undoubtedly will show a big increase in the number of passengers carried.

An important trend of bus development, a fairly recent one, is indicated by the scale on which electric rail lines are purchasing and operating motorbus equipment. A record along this line is believed to have been established by the Pacific Electric and Los Angeles railways in purchasing 81 White buses in a single order. Electrically large are operated by independent bus companies, indicative of the place the motor bus is carving for itself. Manufacturers report that four electric traction companies alone operate close to 200 of them.

buses in conjunction with street car service, while all told more than 4,500 White buses are running on schedules measured and timed by public convenience in every state in the Union.

The motor bus, because of its extreme flexibility, is not limited in its operation but is capable of efficiently serving the public wherever there is need of passenger transportation. Buses are now being operated with much success in city service, as traction line feeders, on inter-city lines, for de luxe tours, for schools and institutions and for parks and sight-seeing. They have become within a few years a very definite part of the country's transportation system.

Firestone MOST MILES PER DOLLAR.

FABRIC (CLINCHER TYPE) TYRES AND TUBES

SIZES.	TYRES.	TUBES.
26 X 3	\$16.15	\$2.80
28 X 3	\$17.85	\$2.85
27 X 3 1/2	\$21.10	\$3.00

CORD (STRAIGHT SIDE TYPE) TYRES AND TUBES:

32 X 4	\$42.90	\$4.50
33 X 4	\$43.75	\$4.50
34 X 4	\$45.15	\$4.65
32 X 4 1/2	\$59.15	\$5.65
33 X 4 1/2	\$60.40	\$5.85
34 X 4 1/2	\$61.55	\$6.05
35 X 4 1/2	\$64.25	\$6.25
33 X 5	\$76.45	\$8.50
35 X 5	\$91.55	\$8.80
37 X 5	\$95.50	\$7.85

Firestone MOST MILES PER DOLLAR.

(Prices subject to change without notice).

THE DRAGON MOTOR CAR CO., LTD.

25, Nathan Road, Kowloon Kowloon 226.
24, Des Vaux Road, Hongkong Central 482.
Main Garage & Service Station (Happy Valley) C. 3950

THE MICHELIN "CABLE" CONSTRUCTION

Increases the mileage of the tyre and improves the running of the Car

AGENTS—

LEPACK & CO., LTD.

50, 52, Queen's Rd. Central.

MR. CAR OWNER!

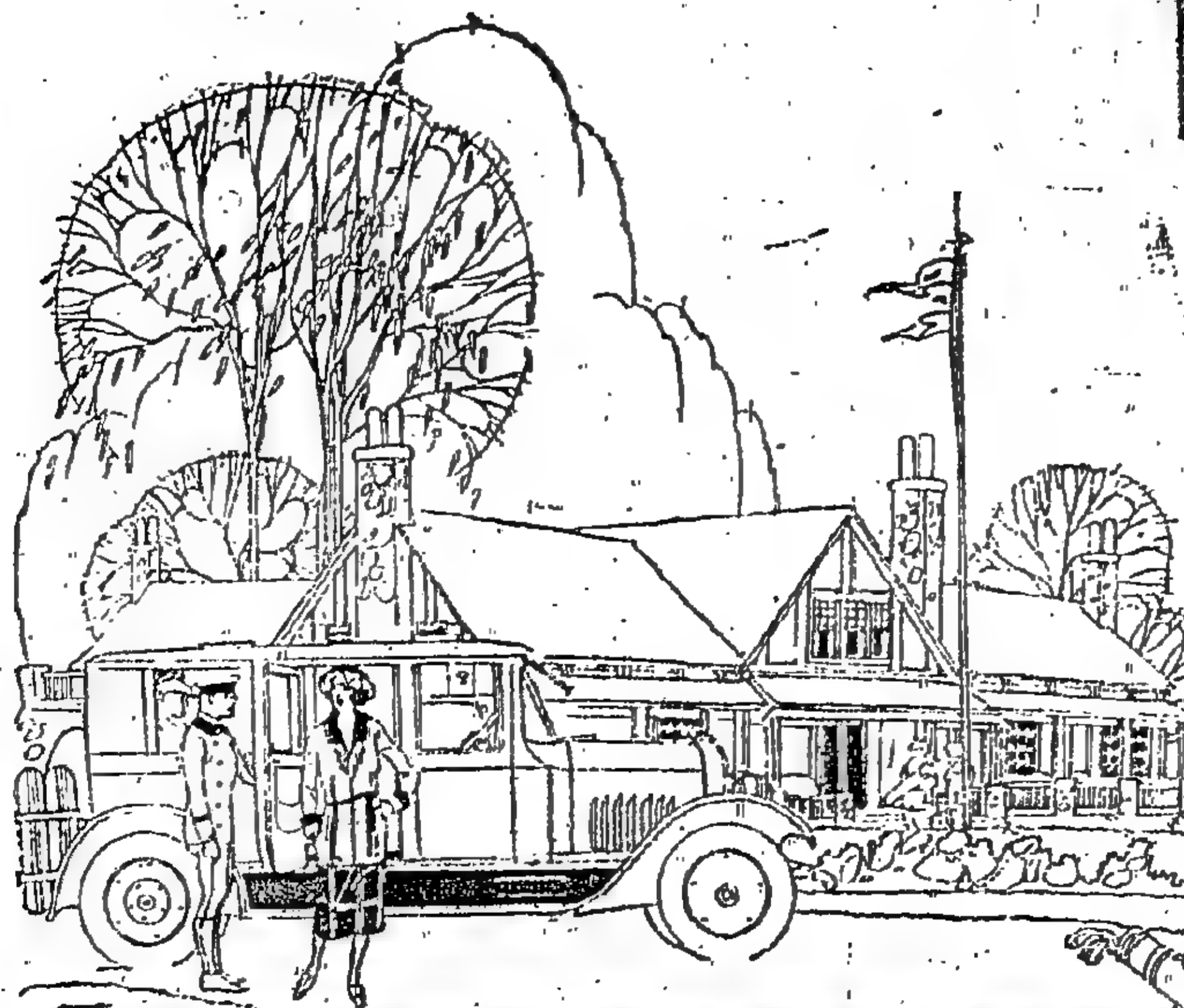
Why not send us those LAMPS, FITTINGS, etc. from your car and let us make them like new?

THE ELECTRICAL DEPARTMENT

(OF THE HONGKONG HOTEL CO., LTD.)

EXPERTS IN PLATING

BACKED BY FIFTY YEARS REFINING EXPERIENCE.



ANY automobile owners still believe that the difference in motor oils isn't really a matter for very much concern.

But motor oils do differ. You can form no better habit than that of purchasing yours at a Socony sign of uniform quality—always.

One of the four standard bodies of Socony Motor Oil, faithfully used, will properly lubricate the motor of your car, making certain the fine performance and long life that it owes you.

Light Medium Heavy
Medium Extra Heavy
Write for "Motor Lubrication" if you did not receive a copy. Free on request.

STANDARD OIL CO. OF NEW YORK

UNIFORM QUALITY
GIVES
BEST RESULTS

SOCONY MOTOR OILS

STANDARD OIL CO. OF NEW YORK.

HONGKONG IMPORTS.

Unrest and Floods Have Adverse Effect.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states.

Cotton piece goods and fancy cotton goods.—During the interval our market has ruled quiet and apart from some sales of low dyed, satteens no transactions of importance are reported. Staples are entirely neglected. In addition to the political chaos excessive floods have further retarded business.

Cotton yarn.—Owing to fresh troubles at Wuchow the demand from that quarter fell off considerably. Yunnan has taken small quantities at current rates. There is no enquiry from other consuming districts. Prices ruled barely steady and dealers are confining purchases to immediate requirements only. Quotations are:—No. 10, \$164/190. No. 12, \$172/00. No. 16, \$195/205. No. 20, \$182/204. Arrivals 3,400 bales. Shipments 250. Sales 1000 bales. Unsold stock 13,000 bales. Bargains 6,000 bales.

Woolens.—The market is quiet. Small orders for suitings have been booked.

Raw Cotton.—No sales to report and prices are unchanged.

Metals.—Prices have improved somewhat but are still below replacing cost. Not much doing but some sales in tin-plates reported.

Flour market report.—Stock: estimated at 250,000 sacks. Market steady. Quotations: American Patent \$3.70 per sack; American Straight, \$3.00 per sack; American Cut off, \$2.85 per sack; Shanghai Flour, \$3.05 per sack; Australian No. 1, \$3.00.

Sugar.—Market declining. Saltpetre.—Fairly steady with continued demands and hopeful future.

A GOOD DATE.

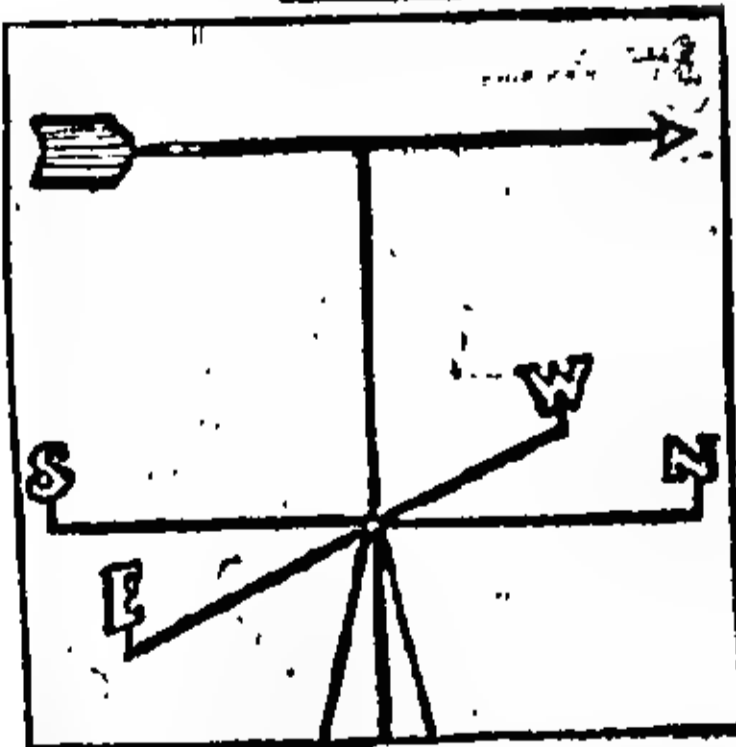
The public of Hongkong and Kowloon will be glad to hear that the concert committee of the Kowloon Cricket Club are arranging another of those popular fixtures which draw such crowded audiences a few seasons ago. In addition to the full band of the King's Regiment a very attractive list of the colony's vocalists, etc., will contribute to the programme. Illuminations will also be a feature of the evening. Further particulars will appear in our advertising columns later.

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING. St. John's Cathedral, Hongkong. 19th August, 1923, 12th Sunday after Trinity. Holy Communion (8 a.m.). Children's Service (10 a.m.). Hymns: 341, 343, 569. Matins (11 a.m.). Responses: Ferial; Venite: No. 28 (Luther); Psalms: 65, 66; Te Deum; Woodward, Smart, Turle; Benedictus: No. 11 (Attwood); Anthem: "Sun of My Soul" (Turner); Hymn: 298. Holy Communion (12 noon). Evensong (6 p.m.). Responses: Ferial; Psalm: 68 (Woodward, Cooke); Magnificat: No. 12 (Webb); Nunc Dimittis: No. 6 (Lloyd); Hymns: 175, 223, 27.

First Church of Christ, Scientist. McDonnell Road, below Bowen Road Tram Station.—Sunday, 11.15 a.m.; Wednesday, 5.45 p.m.

A PUZZLE A DAY.



The weather-vane on top of the old church steeple furnishes an interesting puzzle. Toward what direction is the wind blowing? And what two words can be spelled with the letters N, S, E, and W?

Yesterday's Answer: If 10 horsemen and 14 horses were coming along a road, the number of their heads and legs would total 100. The men have 10 heads, the horses 14, making 24. Adding 20 legs for the men, 44; and 56 legs for the horses brings the total to 100. Another answer is 5 men and 17 horses.

The Hall Mark of Superiority THE VICTROLA MOUTRIES.—Exclusive Distributors. The Best Family Investment

DAIRY FARM ICE CREAM

Irresistibly Delicious and Perfectly pure



A MELTING MOMENT

In Pint and Quart Bricks

in the following flavours

Vanilla Strawberry, Chocolate Raspberry, Lemon, Neapolitan.

OBTAINABLE AT OUR

Depot and Branches.

HOME CRICKET RESULTS.

Hampshire Score Over Yorkshire.

(Reuter's Service.)

London, August 17.

At Southend, Lancashire defeated Essex by nine wickets. The Lancastrian, Hallows, in the first innings compiled 179, not out. For Essex, O'Connor in the first innings, knocked out 93.

Surrey beat Sussex at Hastings on the first innings. Surrey scored 552 for 8 and declared. Duat contributed 120, Shepherd 106, Fender 64 and Hobbs 79. Sussex replied with 164, and 279 for 7.

Somerset at Weston-super-Mare defeated Worcestershire by 84. For Worcester, M. Foster in the first innings scored 90.

Hampshire beat Yorkshire at Leeds in the first innings. For Hants, Mead in the first innings compiled 123. For Yorkshire, Sutcliffe in the second innings scored 87.

Notts beat Middlesex at Lord's on the first innings. For Notts, Hardstaff in the first innings compiled 113. For Middlesex, Hendren in the second innings scored 142, not out.

At Cheltenham, Kent beat Gloucester by ten wickets. For Kent, Hardings in the first innings scored 129. Leicester scored only 109 in the first innings. Taylor in Leicester's second innings compiled 102.

THE NAVAL LIMITATIONS.

Final Ratification Reported.

Washington, August 17.

The Naval Limitation and Four-Power Treaties, negotiated at the Washington Conference, were made effective to-day, when the representatives of all the signatory Powers assembled and formally exchanged ratifications. Immediately the ceremony ended the Naval Department released orders to scrap the American ships condemned under the Treaty, whereby twenty-eight ships of a tonnage of three quarters of a million, will be demolished.

PETROLEUM TANK EXPLODES.

Californian City Shaken.

San Pedro (California), Aug 17.

An underground tank with a capacity of half a million barrels, owned by the General Petroleum Company exploded owing to spontaneous combustion, shaking the entire city. The loss is estimated at hundreds of thousands of dollars.

(Continued on Page 11.)

Exceptional Value

— in —

GOLF HOSE



We have just received a line of Knicker Hose which for quality, appearance and hard wear are unsurpassed, and are the best value ever offered

These excellent stockings in various weights and colours and in all sizes are

only \$4.00 per pair

YOU will want a pair of these, — get them NOW at

MACKINTOSH

& CO., LTD.

MEN'S WEAR SPECIALISTS.

Alexandra Building.

Des Voeux Road.



The Greatest

Enemy to

Depression.

IS A GOOD SMOKE

The Best Quality

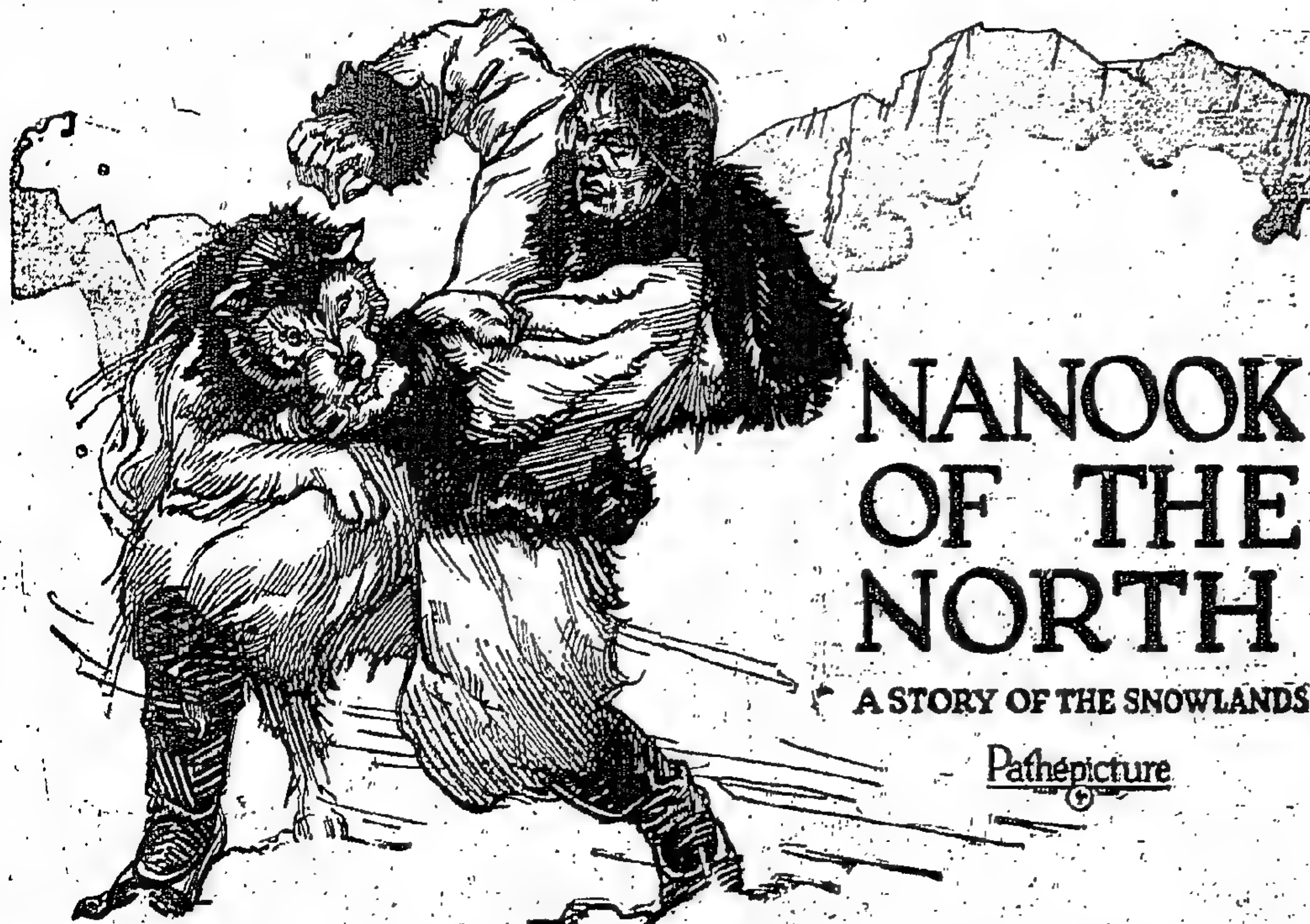
CIGARS, PIPES, CIGARETTES, TOBACCOS AND ALL SMOKERS' REQUISITES

at

The Hongkong Cigar Store, Ltd.

Alexandra Building.

THE FILM SENSATION THE CORONET SHOWING TO-NIGHT AT



NANOOK OF THE NORTH

A STORY OF THE SNOWLANDS

Pathepicture

Wm. Powell Ltd
Phone 346

SOMETHING USEFUL—SOMETHING LASTING.

CREPE RUBBER

Soled

SHOES.

MADE IN SMOOTH FINE BUCKSKIN AND WHITE CANVAS EXCEPTIONALLY LIGHT—HARDWEARING—PRACTICAL. AN IDEAL SHOE FOR THE STRENUOUS TENNIS PLAYER, THE KEEN GOLFER, THE ENTHUSIASTIC WALKER, IT GIVES A FIRM AND SURE GRIP UNDER ANY GROUND CONDITIONS AND ITS SPRINGNESS BRINGS YOU HOME AS FRESH AS YOU STARTED OUT.

A SPLENDIDLY MADE SHOE FROM \$7.50 100% RUBBER

PHONE CENTRAL 346 FOR A SELECTION TO CHOOSE FROM

Wm. POWELL Ltd.

J. T. SHAW

A FINE COLLECTION OF MATERIALS FOR

GENT'S SUMMER WEAR.

SERGES, CABERDINES, DRILLS, PALM BEACH &C.

WE SPECIALISE IN

WHITE TROUSERS

In Flannel Caberdine & Serge and would appreciate an opportunity of Showing you these at

Beaconsfield Arcade

MESS JACKETS & BLACK ALPACA DINNER SUITS

CUT WITH PRECISION AND CARE. TELEPHONE 692 CENTRAL.

CAPE WINES

CLARET

DRAKENSTEIN

JAGGERCUP

To make a long cool refreshing drink in hot weather.

ADD

Aquarius Water or Soda.

CALDBECK, MACGREGOR & CO., LTD.

15, Queen's Road Central. (Telephone Central No. 75)

EVERY LOAF FROM—

CAFE WISEMAN'S DAYLIGHT BAKERY

CONTAINS ONLY INGREDIENTS OF ABSOLUTE PURITY, AND IS MADE AND BAKED UNDER SCRUPULOUSLY CLEAN CONDITIONS UNDER THE DIRECTION OF AN EXPERT EUROPEAN BAKER.



LANE, CRAWFORD, LIMITED.

Your Tie is a small, but

very noticeable part of your dress.

We have a large range of English silk ties in novel designs and spot effects, also stripes and checks in various colours and black and white.

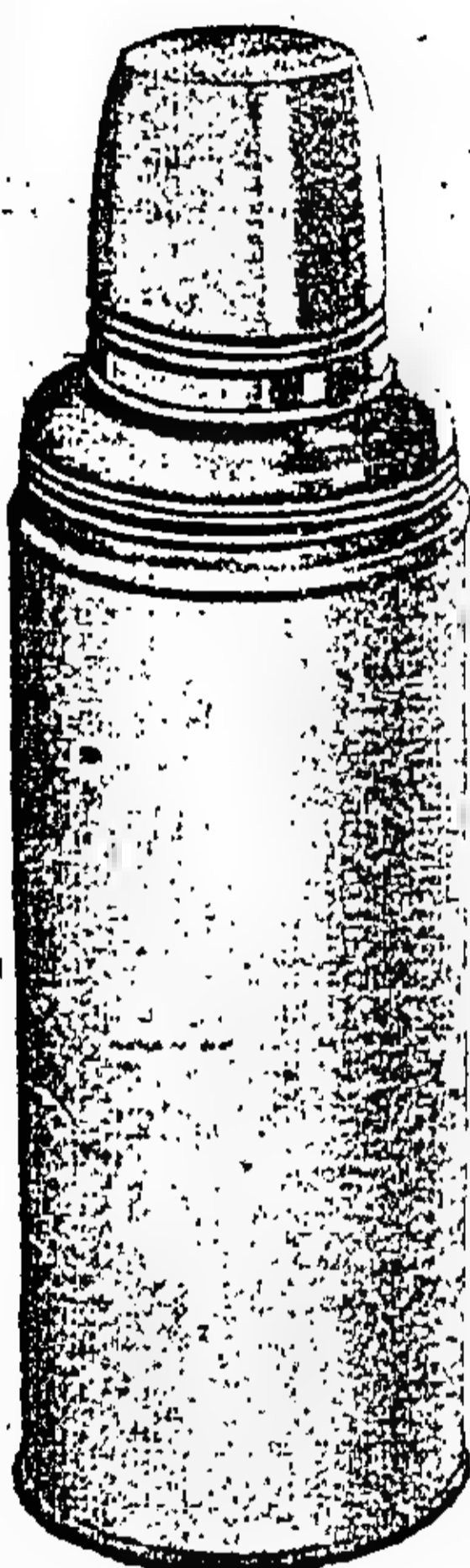
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SPECIAL BARGAINS
1000 VACUUM FLASKS



Just Received.

A large consignment of Vacuum Flasks. Large size holding 2 Pints, keeps liquids hot or cold. Well finished back enamel casing with aluminium Shoulder and Cap.

Note the Size and Price.

2 Pint Flask.

\$1.95 EACH

GET ONE TO-DAY.

WHITEAWAY, LAIDLAW & CO. LTD.

HONGKONG.

YEE SANG FAT CO.

Just Arrived

A LARGE SHIPMENT OF LATEST STYLE

WARDROBE AND CABIN TRUNKS

ALL AT



20% DISCOUNT

YEE SANG FAT CO.

34, Queen's Road Central

CAMERA NEWS.



Photo: Mee Cheung.

Officials, winners and "Rest" of Tennis League at Indian Recreation Club's "At Home".—Back row. (Standing, left to right): M. A. Razack, O. Kitchell, M. W. Lo, Capt. E. R. S. Doda, A. B. Raworth, A. B. Suffied & D. Rumjahn.

Middle row (Sitting, left to right): Ng Sze Kwong, Payt. Lt. Comdr. R. E. Worthington, H. A. Nisbet, Commodore H. E. Grace, R.N., U. Rumjahn, J. R. Wood, H. Hancock, R. E. Lindsell and J. G. Fletcher.

Front row (Sitting, left to right): H. D. Rumjahn, S. D. Ismail, O. Rumjahn, A. H. Rumjahn, S. H. Ismail and S. A. Rumjahn.



H.M. the King at Ascot.



The King's horse, Weather-vane, which won the Royal Hunt Cup at Ascot.

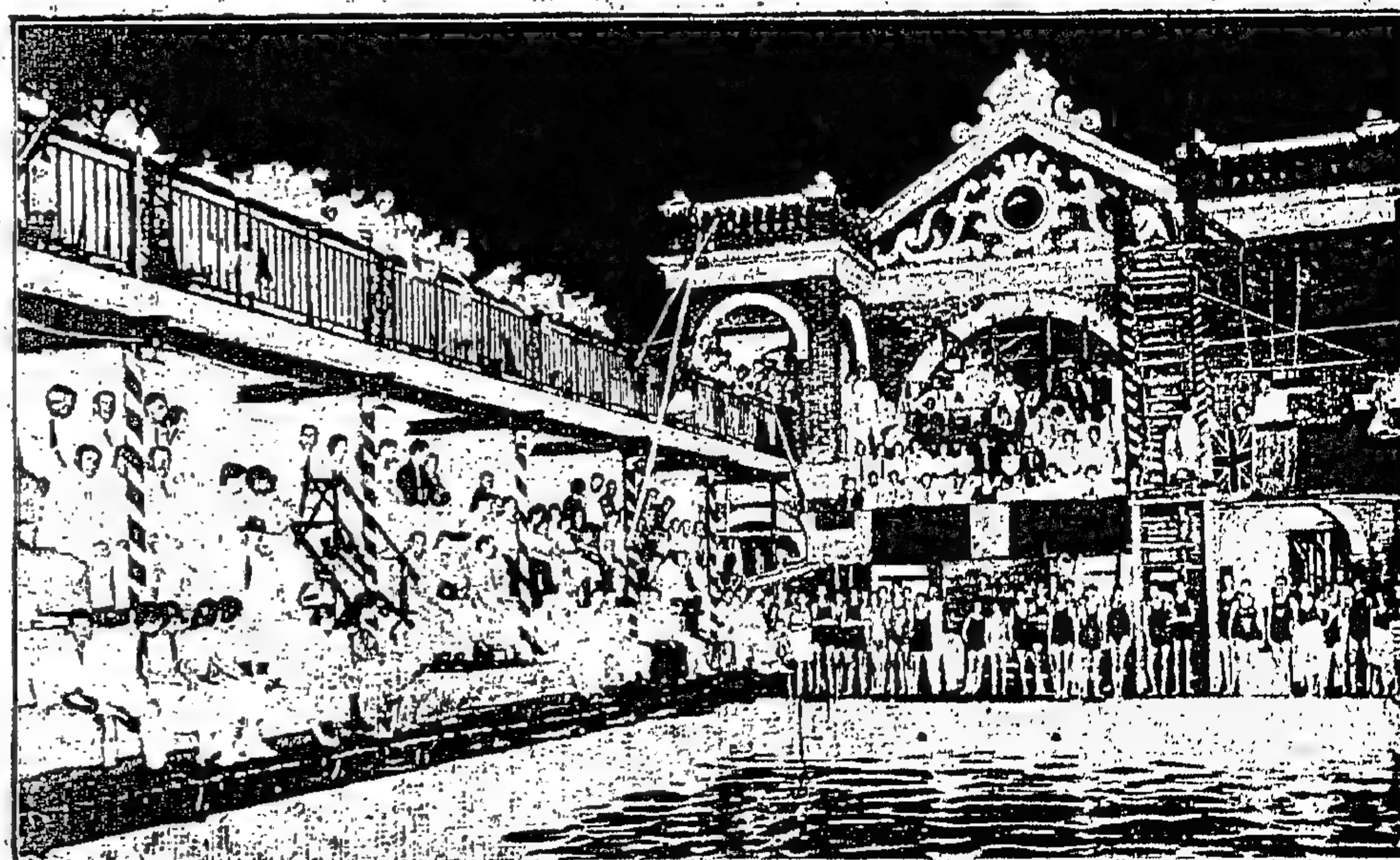


Photo: Mee Cheung.

This photo was taken at the last V.R.C. Night Fete.



Miss Dorothy Bladel, Pittsburgh high school girl, who recently won a fancy-diving contest in that city. She also was the winner of the beauty contest held in her school.



Muoki is the smallest Pea-pod in the world. Four years old, he weighs only seven ounces and rests comfortably in a wine glass. He belongs to an Austrian nobleman.



Some of the victors in the race of immigrants to enter the United States stepping from Ellis Island to the boat to the mainland.

PACIFIC SHIPPING.



HOME VIA CANADA

HONGKONG TO ENGLAND.

From	Due	From	Due
Hongkong	Vancouver	Canada	England
Empress of Australia	Aug. 22	Sept. 12	Sept. 21
Empress of Asia	Sept. 5	Sept. 24	Oct. 3
Empress of Canada	Sept. 12	Oct. 1	Oct. 10
Empress of Russia	Oct. 4	Oct. 22	Oct. 27

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg & Hamburg. Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Hongkong Office. Passenger Department Tel. 752. Cables GACANPAC. Freight & Express Tel. 42. Cables NAUTILUS.



Reduced Fare to Europe £120-£112.

First Class Throughout.

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI THE ISLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

Steamers	Tons	Leave H'kong	Steamers	Tons	Leave H'kong
SHINYO M.	22,000	Aug. 31	TENYO M.	22,000	Oct. 25
SIBERIA M.	20,000	Sept. 15	KOREA M.	20,000	Nov. 1
TAIYO M.	22,000	Sept. 26			

Calling at Manila. Calling at Dairen. Calling at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

Steamers	Tons	Leave Hongkong
GINYO MARU	18,000	Sept. 5
ANYO MARU	18,000	Oct. 20
SEIYO MARU	14,000	Dec. 4
RAKUYO MARU	17,500	Jan. 15

JAPAN-HONGKONG-JAVA SERVICE

Osaka, Kobe, Moji, Dairen, H'kong, B'via, S'rang & Sourabaya. Steamers. Destination. Leaving Hongkong.

PERSIA M. for Moji, Kobe & Osaka. Aug. 17.

NEW YORK LINE.

(Freight Only.)

VIA JAVA AND SUEZ.

MEIYO MARU. 30th Sept. For full information regarding passengers, freight and sailings apply to Y. TSURUMI, Manager, King's Building. Tel. Central Nos. 2374 & 2375. Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

To Los Angeles & San Francisco from H'kong by Direct Route.

U.S.S.B. "West Chopaka" Due Hongkong 31st Aug. Leaves Hongkong 1st Sept.

U.S.S.B. "West Carmona" Due Hongkong Leaves Hongkong

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS, THROUGH GULF OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS.

To Manila, Cebu, Iloilo and Samboanga.

U.S.S.B. "West Chopaka" Due Hongkong 16th Aug. Leaves Hongkong 17th Aug.

To Manila & Singapore.

U.S.S.B. "West Carmona" Due Hongkong Leaves Hongkong

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

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SERVICE TO NEW YORK.

NEW YORK and/or BOSTON via PANAMA.

S.S. EELBECK 19th August.

For freight, space and particulars apply to:

BARBER STEAMSHIP LINE, INC.

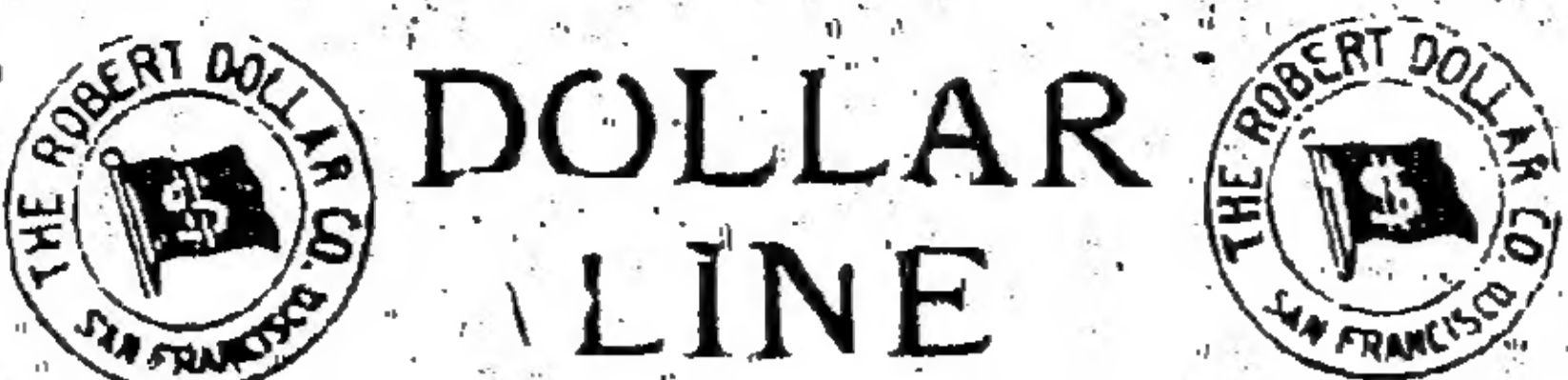
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AGENTS.

Des Voeux Bldg., C. B. K. & S'hai Bank Bldg., Ground Floor.

Telephone Central 2477 & 2479.

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SAILINGS FROM HONGKONG.

For Boston and New York. S.S. ESTHER DOLLAR Middle September.

For New York, Baltimore and Boston. S.S. STUART DOLLAR End of October.

For San Pedro, San Francisco and Vancouver. S.S. GRACE DOLLAR

For San Francisco and San Pedro. S.S. STUART DOLLAR End of October.

For Rates and Particulars Apply to

THE ROBERT DOLLAR CO.

DEACON & Co. No. 4A Des Voeux Road, CANTON. Tel. Central 792 & 795.

COMPANIA TRASATLANTICA DE BARCELONA

(Spanish Royal Mail Line) MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & CADIZ. ISLE DE PANAY Sept. 12.

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA. ISLE DE PANAY Aug. 25.

The steamers of this Company are classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewards and Doctor carried.

For particulars of freight or passage apply to

BOTELHO BROS.

(Tel. 1331) Alexandra Buildings, Hongkong.



FREIGHT & PASSENGER SERVICE

STEAMER	Tons	Sailing Date	Destination
"GOTTINGEN"		21st August.	Singapore, Colombo, Suez, Port Said, Genoa, Ant. p. R'dam, & Hamburg.
"LUDWIGSHA FEN"		19th September.	do.
"WESER"		15th October.	Singapore, Belawan, C'bo, Suez, Port Said, Genoa, Ant. p. R'dam and Hamburg.

All dates subject to change without notice.

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FREIGHT AND PASSENGER

THE NEW FAST AMERICAN

STEAMERS TO

SEATTLE & VICTORIA

SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT JEFFERSON"	Aug. 26th
"PRESIDENT GRANT"	Sept. 7th
"PRESIDENT MADISON"	Sept. 19th
"PRESIDENT McKINLEY"	Oct. 1st
"PRESIDENT JACKSON"	Oct. 13th

TO EUROPE

£120-£112-£110

First Class on the Pacific. First Class on American or Canadian Railways. First Class on Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

"PRESIDENT GRANT"	Aug. 29th
"PRESIDENT MADISON"	Sept. 10th

Through Bills of Lading to all United States and Canadian Overland Points: also via Panama Canal Lines to Atlantic Ports. Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.

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THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICE LONDON SERVICE

LAOMEDON	20th Aug.	London, Rotterdam & Hamburg
PATROCLOS	4th Sept.	Marseilles, London & Rotterdam
LYCAON	17th Sept.	London, Rotterdam & Hamburg
MENTOR	24th Sept.	London, Rotterdam & Hamburg

LIVERPOOL SERVICE

AGAMEMNON	1st Sept.	M'les, Havre, Liverpool & Glasgow.
KT. TEMPLAR	20th Sept.	Genoa, M'les, Liverpool & Glasgow.
PROMETHEUS	1st Oct.	M'les, Havre, Liverpool & Glasgow.

PACIFIC SERVICE

(via Kobe and Yokohama) ACHILLES 12th Sept. Victoria, Seattle & Vancouver

PHILOCTETES 26th Sept. via Suez & Boston

NEW YORK SERVICE

(via Suez or Panama) ANTILOCHUS 5th Sept. via Suez & Boston

BELLERPHON 15th Sept. via Suez & Boston

PASSENGER SERVICE

MENTOR 1st Sept. for Moji, Kobe & Yokohama

PATROCLOS 4th Sept. for Singapore, Marseilles & London

MENTOR 14th Sept. for Singapore & London

TEIRESIAS 5th Nov. for Singapore & London

SARPEDON 11th Dec. for Singapore, Marseilles & London

For Freight and Passage Rates and all Information Apply to

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

AGENTS

BOSTON & NEW YORK.

Joint service of the

"BLUE FUNNEL" LINE

"Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd."

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Sailings from Hongkong.

S.S. CITY OF BOSTON via Suez Canal 25th Aug.

S.S. ANTILOCHUS via Suez Canal 5th Sept.

S.S. BELLERPHON via Suez Canal 15th Sept.

S.S. CITY OF BAGDAD via Suez Canal 25th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

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BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

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Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker. Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi

S.S. "TAIWA MARU" on or about 23rd Aug.

FOR KEELUNG via Swatow & Amoy

S.S. "NANYO MARU No. 1" on or about 23rd Aug.

For further particulars, please apply to

S. MITARAI

AGENT.

Branch Office. No. 37, Bonanza Strand, West. Top Floor, King's Building. Tel. central No. 155.

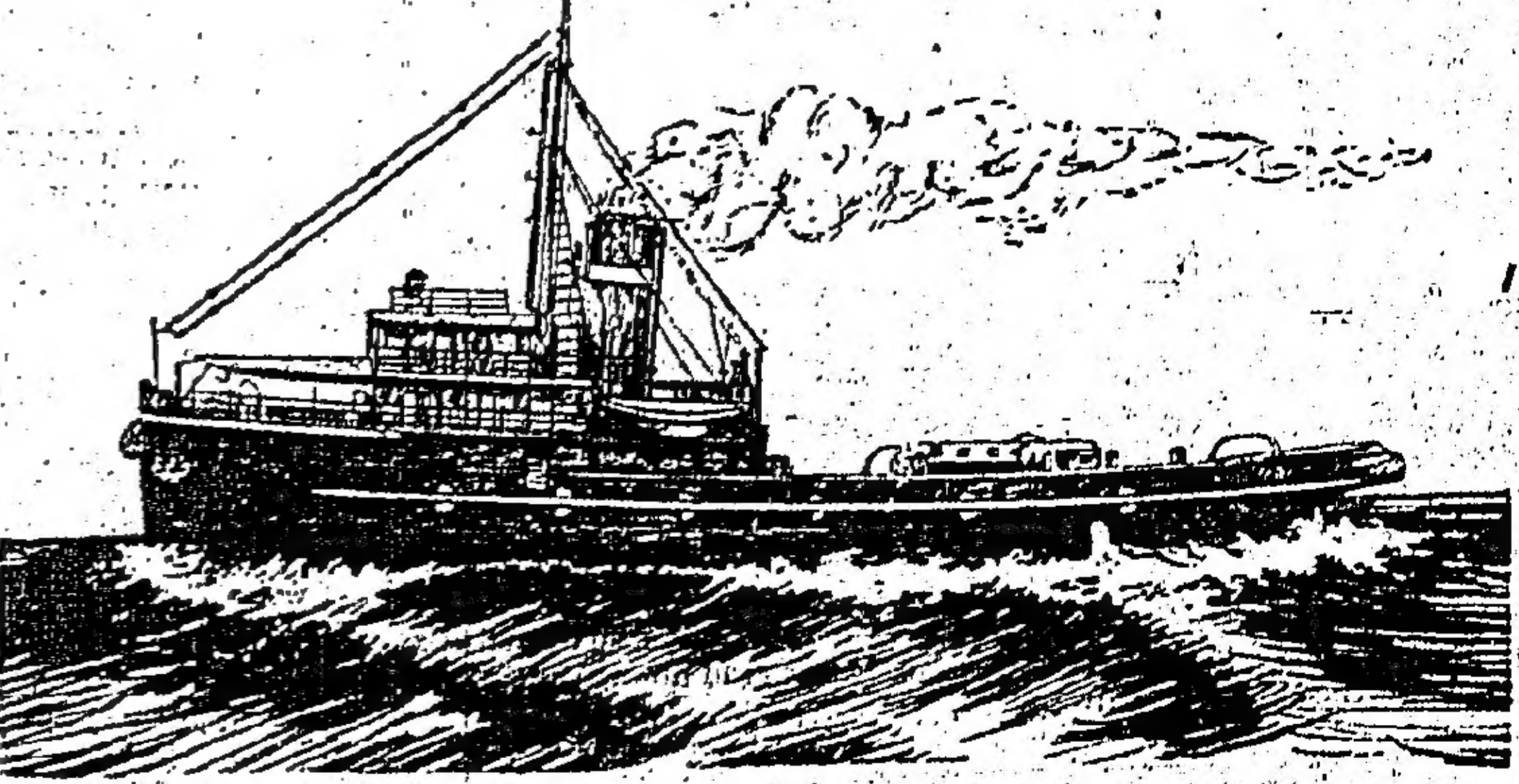
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Steel Twin Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own services, 1921. Length 185' B.P., Breadth 34' (m) Depth 17' (m) I.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager:

R. DYER, Sc., IN, A.M., Kowloon Dock, HONGKONG.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.

The Company's Steamship "PARIS MARU"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 21st Aug. 1923, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignee's representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

OSAKA SHOSEN KAISHA.

K. SHIMA.

Manager.

Hongkong, 15th August, 1923.

NOTICE TO CONSIGNEES.

ADMIRAL ORIENTAL LINE

Cargo ex M. V. Wm. Penn from New York, transhipped per S.S. "PRESIDENT JEFFERSON" at Kobe arrived on Aug. 15th. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong & Kowloon Wharf & Godown Co., at Kowloon, & stored at consignees' risk.

Consignees of Cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on Aug. 21st. by the Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claim will be recognized after the goods have left the godowns, and cargo undelivered on and after Aug. 22nd will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board.

Emergency Fleet Corporation.

Agents,

ADMIRAL ORIENTAL LINE.

4, Des Voeux Road.

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OF CONCERT AND OPERATIC STARSBRONISLAW
HUBERMAN

Tall and erect in latest machine models at

THE BRUNSWICK STUDIO
17 ICEHOUSE STREETBRUNSWICK
PHONOGRAPHS AND RECORDS

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In conjunction with
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TELEPHONE ON EACH FLOOR.HOTEL LAUNCH MEETS ALL STEAMERS.
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J. WITHELL
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EVERY
MONDAY WEDNESDAY AND SATURDAY.
TEA DANCES
TUESDAYS AND THURSDAYS.The Hotel Orchestra under the Direction of
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Telephone No. 2740 (9 lines).THE EUROPE HOTEL, LTD.
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HANKOW ROAD.
Opening 1st September.First Class and most up-to-date Residential and Tourist
Hotel. Six Stories of commodious large and airy rooms with
every modern appliance. Elevator to every floor and to Roof
Garden. Hot and cold water. Electric Lights, Fans and Bells
throughout. Exceptionally well ventilated Bar and Billiard Rooms.
Moderate tariff and most excellent cuisine supervised by ex-
perienced chef. Monthly and Family rates can be arranged at
most reasonable terms.

For terms apply to: Mrs. J. J. BLAKE, Manageress.

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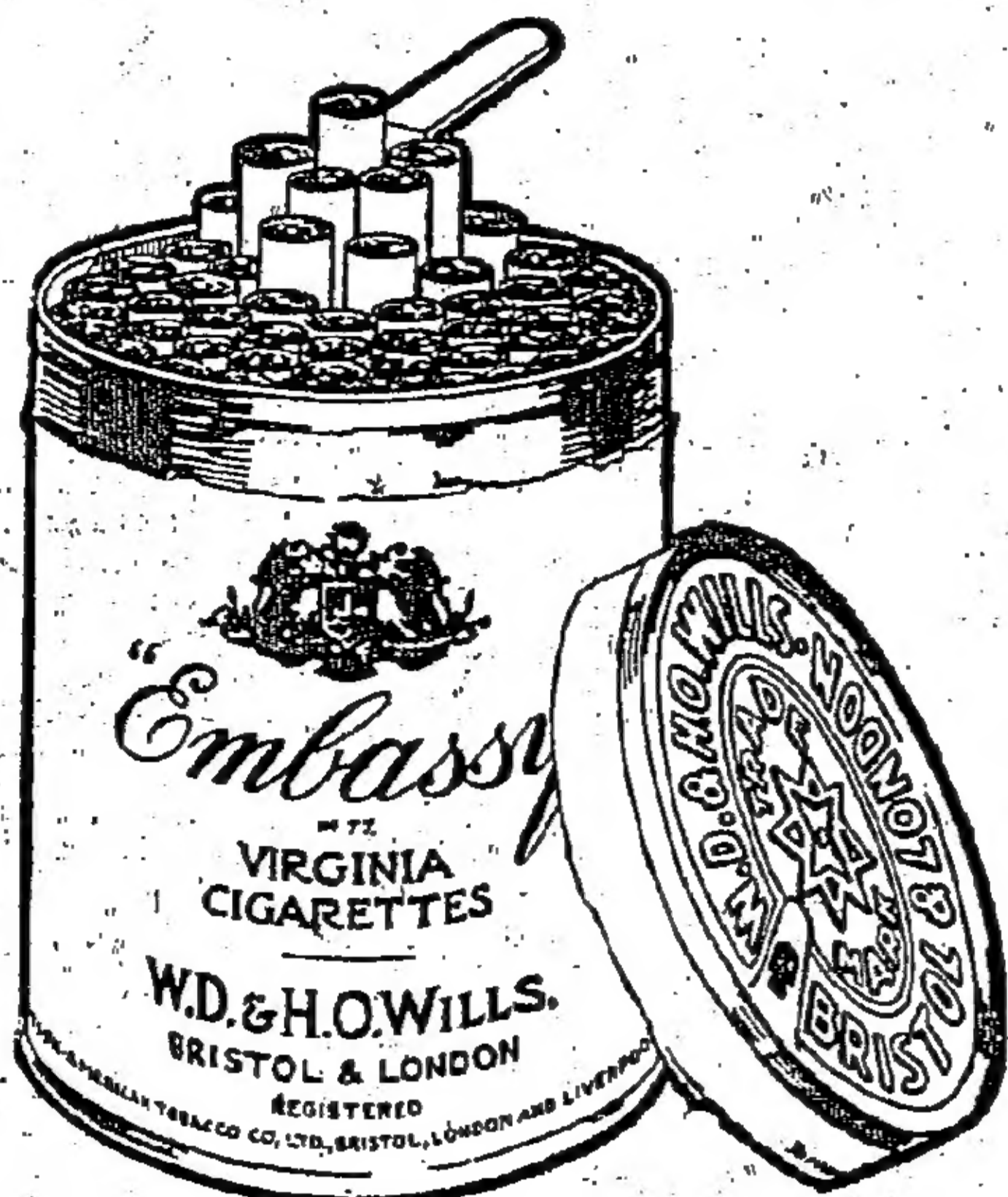
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Tel. No. Kowloon 7. Tel. Add. Palace.
Two minutes from Ferry and Railway Station. Five minutes by Ferry from Hongkong
at West end Hotel; very respect and under English management.
Dining under personal supervision of the Proprietor.
Lounge, Bar and Billiard Room.
Baths, Modest.
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Proprietor.Embassy
CIGARETTESPerfection of
Maunfacture—
Faultless quality—

"Embassy"

The cigarette for
discriminating
smokers.

This Advertisement is issued by British American Tobacco Co., (China) Ltd.

LAMMERT BROS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
Public Auction onMonday, the 20th. Aug. 1923
commencing at 5.15 p.m.at their Sales Rooms, Duddell
Street,
An Old Collection of Postage
Stamps(Really being broken up)
Catalogues will be issued.
On view from Saturday the
18th. August 1923LAMMERT BROS.,
Auctioneers.

NOTICE TO CONSIGNEES.

The Steamship
"BOWES CASTLE"

From NEW YORK.

Consignees of Cargo are hereby
informed that all Goods are being
landed at their risk into the
Godowns of the Hongkong and
Kowloon Wharf & Godown Co.,
Ltd., at Kowloon, whence and/or
from the wharves delivery may
be obtained.Optional Cargo will be forwarded
unless notice to the contrary
be given before 17th. inst.
No claims will be admitted after
the Goods have left the Godowns,
and all Goods remaining unde-
livered after the 23rd. inst. will
be subject to rent.All claims against the steamer
must be presented to the Under-
signed on or before the 2nd. prox.
or they will not be recognized.All broken, chafed, and damaged
Goods are to be left in the Go-
downs, where they will be exam-
ined on the 23rd. inst. at 10 a.m.
by our Surveyors, Messrs God-
dard and Douglas.No Fire Insurance has been
affected.
Bills of Lading will be counter-
signed byDODWELL & CO., LTD.
Agents.GENTLEMEN'S
HIGH-CLASS TAILORINGWM. POWELL LTD.
HONGKONG HOTEL BUILDINGS
NEW SEASON PRODUCTIONS
JUST RECEIVED.
STYLE, FIT AND FINISH GUARANTEED

EXCHANGE.

(Opening Rate: closing Rate: Page 1.)
SELLING.

T/T	2/3	4 m/s. Mars	52
30 d/s	2/3 1/2	4 m/s. France	9.90
60 d/s	2/3 1/2	5 m/s.	10.05
4 m/s.	2/3 1/2	Demand, New York	5
T/T. Shanghai	Nom.	Demand, Bombay	100
T/T. Singapore	86	T/T. Calcutta	100
T/T. Japan	105	Demand, Calcutta	100
T/T. India	168	On Yokohama	100
Demand India	168	Demand, Manila	100
T/T. San Francisco and New	51	Demand, Singapore	90
York	12	On Haiphong	Nom.
T/T. Java	Nom.	On Saigon	82
T/T. France	9.30	On Bangkok	82
Demand, Paris	9.30	Bar Silver	31.15/16
		Gold leaf per Tael	49
BUYING.		Bar Silver	31.15/16
4 m/s. L/C.	2/3 15/16	forward	30 13/16
4 m/s. D/E.	2/4 1/16	Bank of England rate	3%
5 m/s. L/C.	2/4 1/16	New York/London	4.56
30 d/s. Sydney and Melbourne	2/4 1/16		

SUBSIDIARY COINS.

Hongkong 50 cent pieces	par.
10 "	par.
5 "	1.50% dis.
Canton sub. coins	183.50% dis.

Hongkong August 18, 1923.

POST OFFICE NOTICES.

INWARD MAILS

From	Per	Out
Shanghai	Running	18th Aug.
Australia & Manila	Tango M.	19th
Shanghai	Schoer	19th
U.S.A., Japan & Shanghai	Pres. Pierce	19th
Europe via Suez & Negapatam (Letters & Papers. London 19th July.)	Glenfalloch	19th

OUTWARD MAILS

For	Per	Units
Swallow & Bangkok	Kilgan	9am. 19 inst. 9 a.m.
Swallow & Bangkok	Chalung	Mon. 20 inst. 1 p.m.
Shanghai	Shantung	Mon. 20 inst. 2 p.m.
Straits, Bangkok, Egypt & Europe via	Leamond	Mon. 20 inst. 2 p.m.
London		(Use London about 24th Sept.)

Haiphong, Saigon, Straits, Ceylon,
"Mauritius," "L. Marques," "S. Africa,"
"India" via Dhankhodi. Adm.
Egypt & Europe via Marseilles. Chabond
Mon. 20 inst. 1.45 p.m.
Registration 2.30 p.m.
(Use Marseilles 27th Sept.)

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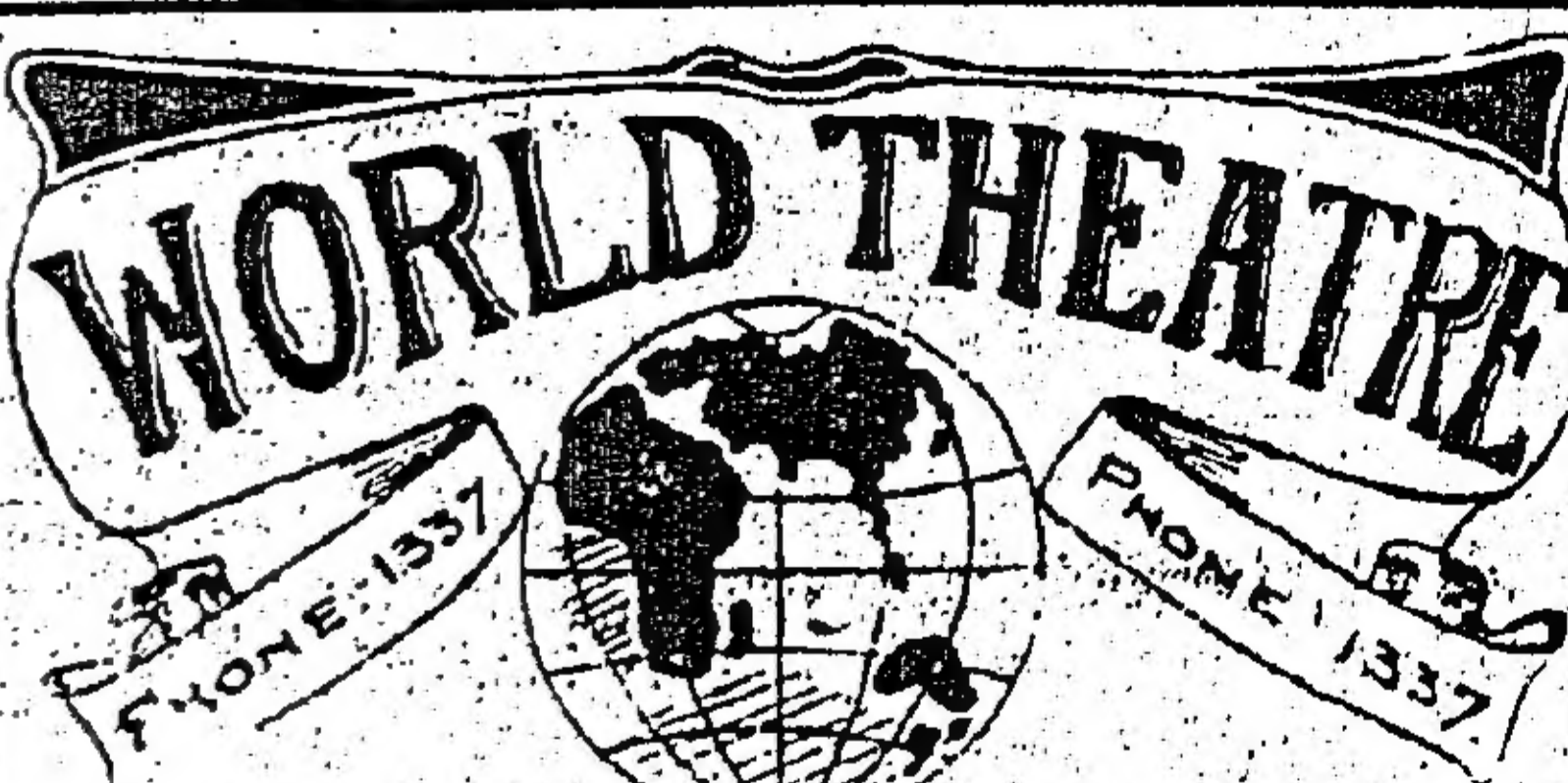
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